



ASTON MARTIN

THE FIRST 100 YEARS OF ASTON MARTIN



ASTON MARTIN SPECIAL EDITION CREATED BY LES & ROSELEE JOHNSON

**PUBLISHERS
PROOF
EDITION**





ASTON MARTIN

THE FIRST 100 YEARS



While starting this article on Aston Martins and it's history in association with the Thoroughbred Sports Car Club, sadly I have just had a phone call saying that Roland Clark had passed away 2 hours ago at 8.10 am on this day 22nd-January -2013

TSCC had its humble beginning in Aston Martin Motor Mechanic John Scott's home at No 12 Peckham Avenue, Chatswood. John lives next door at No 14. At this meeting it was decided to break away from the Aston Martin Owners Club and form another club which eventually became The Thoroughbred Sports Car Club. At that first meeting, from what I recall, were the following people: Roland Clark, TSCC's first President William (Bill) Marshall, Chris Hocking, John Scott, Frank Grech, John Williams, Lionel Walker, John Hall, Chris Johnson and myself.

Roland Clark, a very strong willed man, was so unhappy with the way AMOC NSW was heading under its then present leadership, with the payment of funds to AMOC UK for little or no support financially, plus the need to organise sporting activities that the above members wished to partake in.

So, it only seems fitting that I would like to dedicate this Aston Martin article of the Thoroughbred Sports Car Club involvement with ASTON MARTIN cars to Roland Clark, Life Member #6 as Roland was such an enthusiastic man on the Aston Martin Marque and, after owning so many Aston Martin's along with this passion for Aston's right to the end..





ASTON MARTIN

EDITORS NOTE



In this fascinating Special Edition of Top Gear Les & Roselee Johnson have documented the history of every traceable Aston Martin that has been owned by a member of the Thoroughbred Sports car Club, past and present.

They have woven into this history some of the highlights of the first 100 Years of Aston Martin history.

This approach places our members cars into their correct historical context.

At the end of the Supplement is an Appendix with some additional reading and an interesting email exchange.

The amount of work that has gone into this document is incredible and will I expect form the basis of further research and updates in the future.

Please forward any updates or comments to Les & Roselee at:

frogshollow1@bigpond.com

Enjoy!

Jeremy Braithwaite
Editor, Top Gear



ASTON MARTIN

TSCC HISTORY BY LIONEL WALKER TSCC MEMBER NO 19



After a number of discussions in Chris Johnson’s Heli Port Pad Office at Darling harbour the original name proposed for the club was to be Aston Martin & Thoroughbred Sporting Club as seen in the attached cover page. The Aston influence can be seen by the number of Aston’s shown. Bill Marshall was the driven force behind starting the club and owned an AMV8 which was getting its engine rebuilt. This name was changed to Thoroughbred Sports Car Club when Aston Martin refused to give permission to use the name.

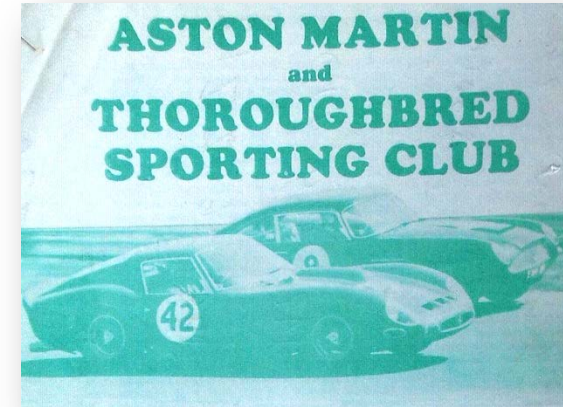
Early Sporting Events

As Motor sport was a high priority for forming the new club. Sporting events were organised and a large number of members participated in Aston Martin’s and other cars. The following members used their Aston’s Chris Dale, Bill Rankin, and Les Johnson. In these early 1981 lap dash events at Amaroo Park, Oran Park and Motorkhanas.

One unofficial 1981 event was the match race between Chris Dale and Bill Rankin at the famous HOMEBUSH BRICK DRAG STRIP which resulted in Bill Rankin winning and Chris Dale blowing his Diff. This car is now owned by Norm Johnson.

In 1982 the following events were arranged and Aston’s that attended.

Silverdale Hill Climb	Frank Crech, Aston Martin DB4 John Williams, Aston Martin DB6
Oran Park Lap Dash	Chris Dale, Aston Martin DBSV8
Bathurst Hill Climb	John Hall, Aston Martin DB4 Vantage GT Motor Bill Rankin, Aston Martin AMV8
Bathurst Flying 1/5 th	Les Johnson, Aston Martin AMV8
Canberra Hill Climb	Frank Crech, Aston Martin DB4





ASTON MARTIN

A3 AND THE 2013 VANQUISH CELEBRATION OF A 100 YEARS





ASTON MARTIN

THE EARLY DAYS



1913

On 15th January Robert Bamford and Lionel Martin formed Bamford and Martin Ltd, based in Henniker Mews, off the Fulham Road in London.

1914

This saw the birth of the name 'ASTON MARTIN' following one of Lionel Martin's successful runs at the Aston Hill Climb in Buckinghamshire England. Within a year the first ASTON MARTIN had been built and registered with that name, and by 1920 the business had been relocated to Kensington.



Chassis Number A3 is the third Aston Martin ever built and is the oldest still in existence. Despite being modified again and again it somehow against all the odds survived.





ASTON MARTIN

AFTER THE GREAT WAR



1915

16th March. The first Aston Martin is registered and christened 'Coal Scuttle' and powered by a 1389cc Coventry Climax engine.

1920

The second prototype Aston Martin is developed at new premises at Abington Road Kensington. It's fitted with a 1487cc engine and front wheel brakes. It is the true forerunner to the first production cars. Count Louis Zborowski begins to invest in the company and Robert Bamford steps away.

1921

An early surviving Aston Martin 'GREEN PEA' - one of two team cars built for Count Zborowski to compete in the Isle of Man TT in 1922, and thankfully, is still actively used on the track to this day.





ASTON MARTIN

OVERSEAS COMPETITION



1922

Entering in the 1922 French Grand Prix saw Aston Martin take the historic steps in overseas competition with two cars finishing the race.

An Aston Martin prototype nicknamed 'Bunny' breaks ten world records in 16 hours 30 minutes at Brooklands. It averages 76 mph.





ASTON MARTIN

GREEN PEA





ASTON MARTIN

OLDEST ASTON MARTIN IN AUSTRALIA



Peter Briggs 1923 GP Aston Martin

Chassis Number: 1927

Side -Valve 16 valve



1926 Owned by K. Goodall (Australia)
 1928 Australian GP (Huron) retired
 1929 Australian GP (Goodall) retired
 1930 Australian GP (Goodall) retired
 1980-1983 Completely re-built with GP style bodywork and engine from 1923 (which had been fitted in a single-seater GN chassis raced at Brooklands and Boulogne), described in Light Car September 16th 1927 but, subsequently broken up.
 1983 York Museum Western Australia.

1925

The Company goes into receivership but is rescued by lord Charnwood, John Benson, Augustus Cesare Bertelli and William Renwick. It is renamed Aston Martin Motors and relocates to Feltham, Middlesex.
 The new business was soon on a sound footing, with a complete range of sports cars and increasing reputation for engineering and design. This led to the company's first entry to the Le Mans .





ASTON MARTIN

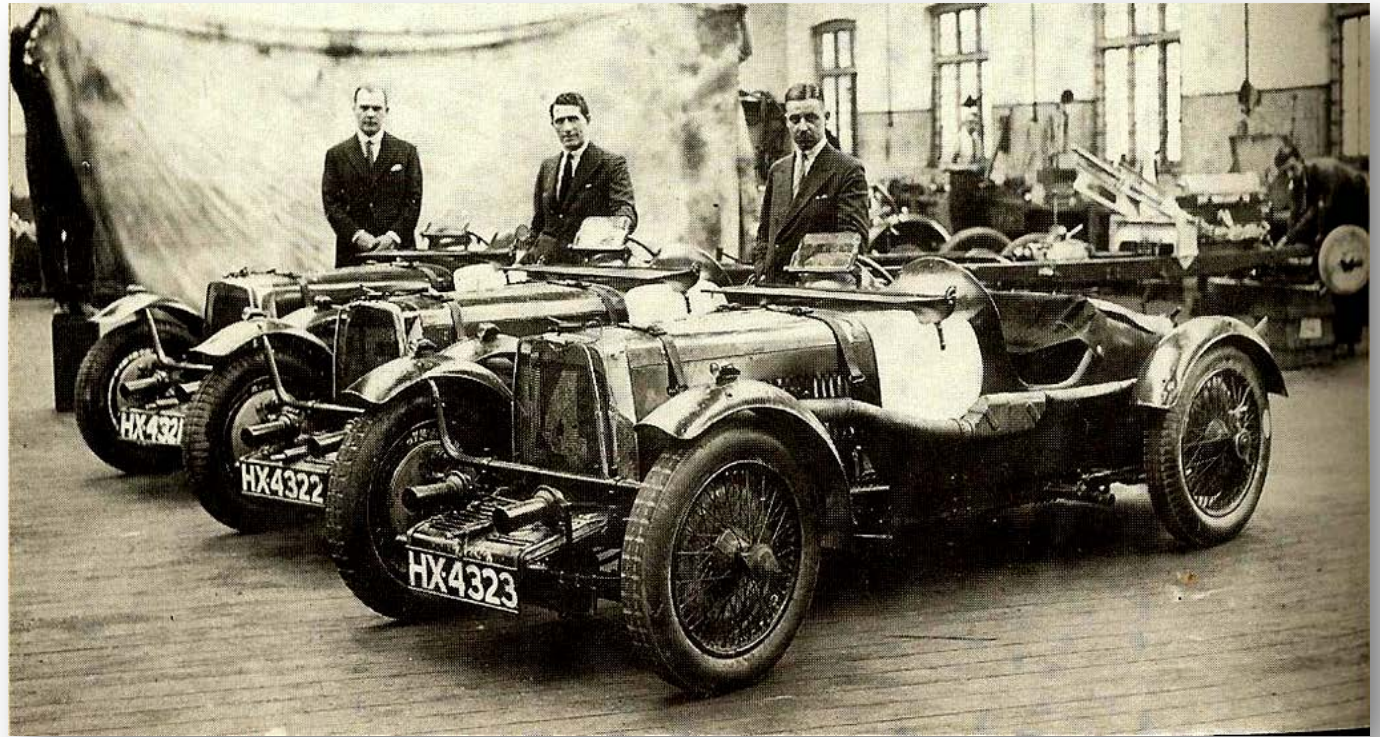
ULSTER TT CARS



1931

Team Cars 1931 ready for the
Ulster T.T.

Humphrey Cook, Bert (himself) and
Charles Harvey





ASTON MARTIN

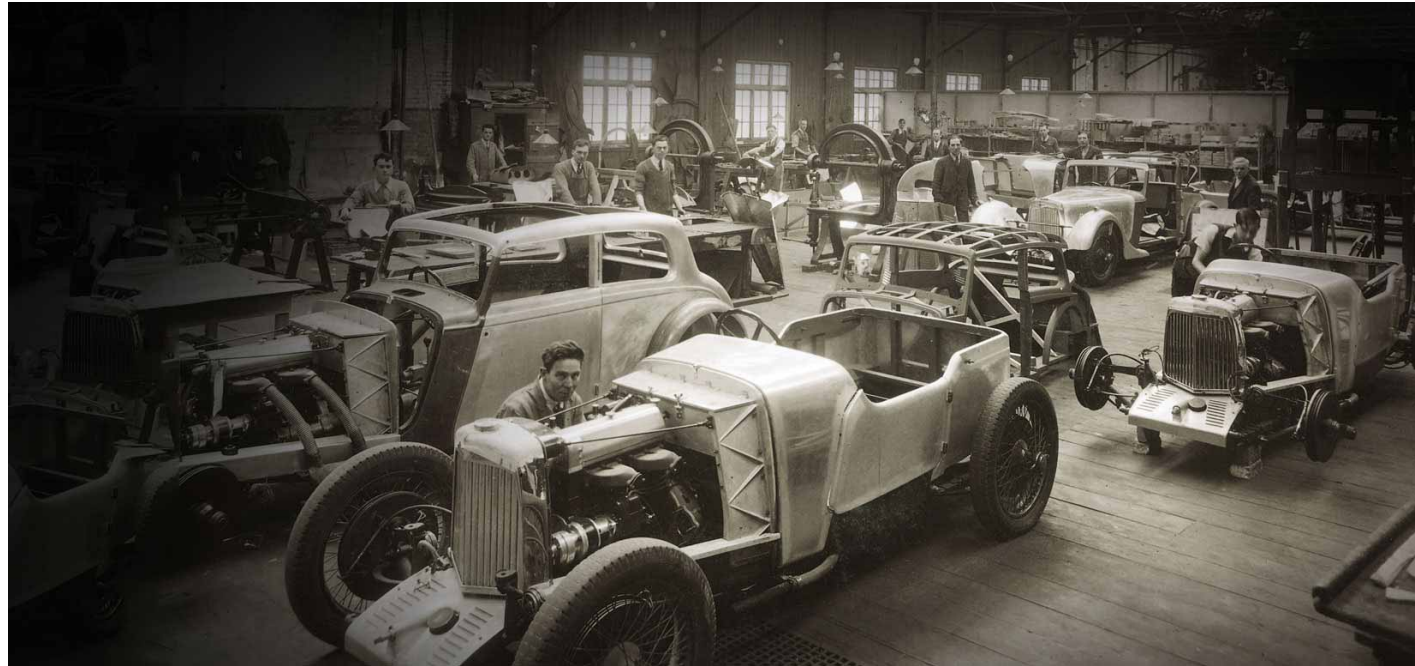
SIR ATHUR SUTHERLAND OWNERSHIP



1932

Bertelli proves the speed and endurance of Aston Martin's new range by winning the Biennial Cup at the Le Mans 24 hour race with Pat Driscoll

Sir Arthur Sutherland becomes the new owner of Aston Martin and focuses his efforts on a new road car range.





ASTON MARTIN

AMOC



1935

The Aston Martin Owners Club is founded at the Grafton Hotel on Tottenham Court Road, London.

1939

The highly advanced Atom prototype takes shape. It has an early type of spaceframe chassis, independent front suspension, an aerodynamic shape and a four-speed Cotal electric gearbox





ASTON MARTIN

SIR DAVID BROWN: THE DB ERA



1947

Engineering magnate David Brown answers an ad. in LONDON THE TIMES seeking an owner for a 'high class motor business' and buys Aston Martin for £20,000-00. Following the purchase of Lagonda he forms Aston Martin Lagonda.

1948

A 2-litre sport's wins the Spa-Francorchamps 24-hour race.

1949

Three DB2's tackle the Lemans 24 hour's including one with a new 2.6 litre in-line six-cylinder engine designed by Willie Watson.

1955

David Brown buys Tickford Motor Bodies in Newport Pagnell, Buckinghamshire.

Production of Aston Martins begins to migrate to the new facility.



Sir David Brown died in Monte Carlo on 3 September 1993 aged 89 years



ASTON MARTIN

DB3S



1956

DB3S Light Racing 2 Seater
Year of Manufacture: 1956
Chassis Number: DP101/48
Engine Number:

1956

Le Mans (Moss/Collins) 2nd 104 m.p.h. - 1st in class
Rouen G.P. (Collins) retired when 1st overall (bearings).
B.A.R.C. Goodwood (Salvadori), 2nd overall, 87.22 m.p.h.
Dailey Herald, Oulton Park (Moss), 1st overall 76.99 m.p.h.
British Empire Trophy, Oulton Park, practice car.
B.A.R.C. Easter Goodwood (Brooks), 3rd overall.
Nurburgring, practice car.

Car now shipped to Australia and painted Red
Queensland T.T. (McKay), 1st overall

1958

Fishermen's Bend (McKay), 1st overall.
Hobart S.C.C. Meeting (McKay), 1st overall, new lap record set.
Australian T.T. Bathurst (McKay) 1st overall



Still in red in the 1980's when in Paul Samuel's ownership





ASTON MARTIN

DB2/4



Roland Boldy's DB2/4 /MKII Coupe
TSCC Member Number-26
Year of Manufacture?
Chassis Number?
Engine Number?

Gordon & Sandra Monk's DB2/4/MKII Coupe
TSCC Member Number-11
Year of Manufacture: 1957????
Chassis Number: AM300/1223
Engine Number: VB6/851/LI
This Aston is said to be the 1958 Tulip Rally
Car for Count De Sails, also advertised for
some time in Unique Cars magazine and
eventually sold through Shannon's Auction.



Roland Boldy's car was red, similar to above.



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DB2/4



Les & Roselee Johnson's DB2/4/ MKIII Coupe
TSCC Member Number: 140
Year of Manufacture: 1958
Chassis Number: AM300/3/1588
Engine Number: DBA/1251

The car was purchased from Linton Scott of Pymble NSW for A5,000 and was eventually sold and the funds used elsewhere to restore another car. The car was a delight to drive and even more so with the Laycock Overdrive. Many hours were spent touring with this car on club events and on one particular trip to the AMOC National held in Tasmania, the return via Melbourne was such a delight it was hard to part with the car. The Aston was a bit too slow in Historic Racing, and the DB4 proved to be a bit more competitive.





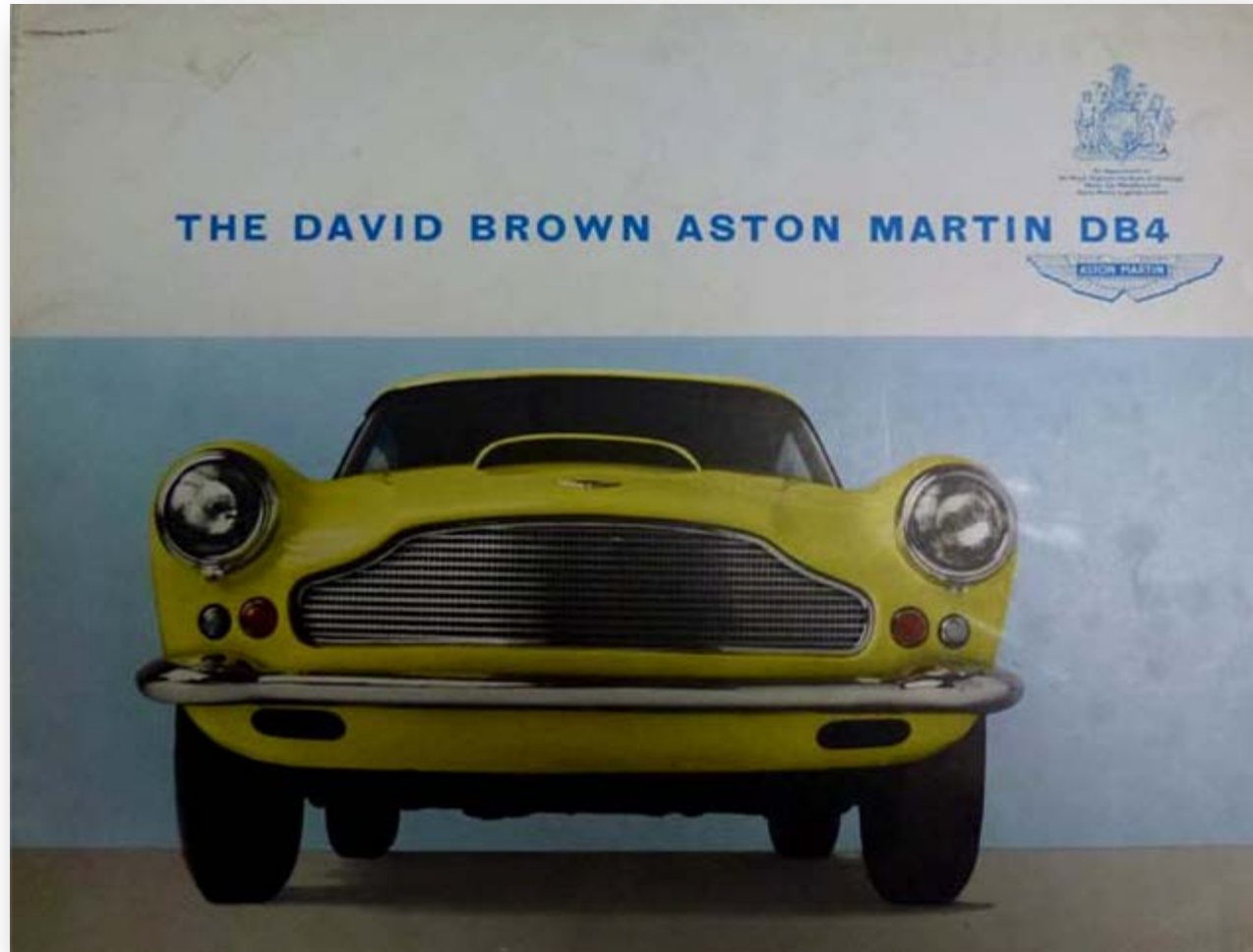
ASTON MARTIN

DB4



1958

The DB4 model is launched, powered by a new 3.7 litre in-line six cylinder engine designed by Tadek Marek. It produces 240bhp and propels the DB4 to 140 mph. The four-seater body is designed by Carrozzeria Touring of Milan Italy, using their 'Superleggera' construction method in which hand made aluminium panels are fixed to a tubular frame built onto a substantial platform chassis.





ASTON MARTIN

DBR1



1959

The DBR1 model wins the World Sports Car Championship with victories in the Nurburgring 1000km with Carroll Shelby and Roy Salvadori at the wheel. Sadly, both these drivers passed away within 28 days of each other in 2012. Just by coincidence not long after the passing of these two drivers, the DBR1 used for this Le Mans achievement was placed up for sale in London for £20,000,000.



Bottom left:

Roy Francesco Salvadori

12-May-1922 - 3rd-June-2012

Bottom Right:

Carroll Hall Shelby

11-January- 1923 - 10th-May-2012





ASTON MARTIN

DB4 GT ZAGATO



Laurie O'Neil's 1960 DB4GT Zagato -
Bodied Aston Martin

Aston Martin begins its long association with Milan-based Coachbuilder Zagato. The DB4GT Zagato features a 314bhp engine, acrylic windows and a super lightweight body. Only 19 are produced during 1960-1963.

Zagato - Bodied DB4GT/0186/R.
Engine number 370/0186/GT -
purchased by Laurie O'Neil new.
Aston had a long Australian career in racing driven by Leo Geoghegan at Warwick Farm Sydney. I remember going to watch such an exciting car perform. It was sold and became the most UK historic raced Zagato in the hands of John Goldsmith. (Ask Lester Gough about his experience at Sydney's Eastern Creek}. It was brought into Australia and raced briefly before returning to the UK.

*Bottom right:
Seen here at Catalina Race track
early Sixties.*





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DB4 PRODUCTION





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DB4 COUPE



Frances (Frank) Grech 1960 DB4 Coupe

TSCC Member: No.1

Year of manufacture: 1960

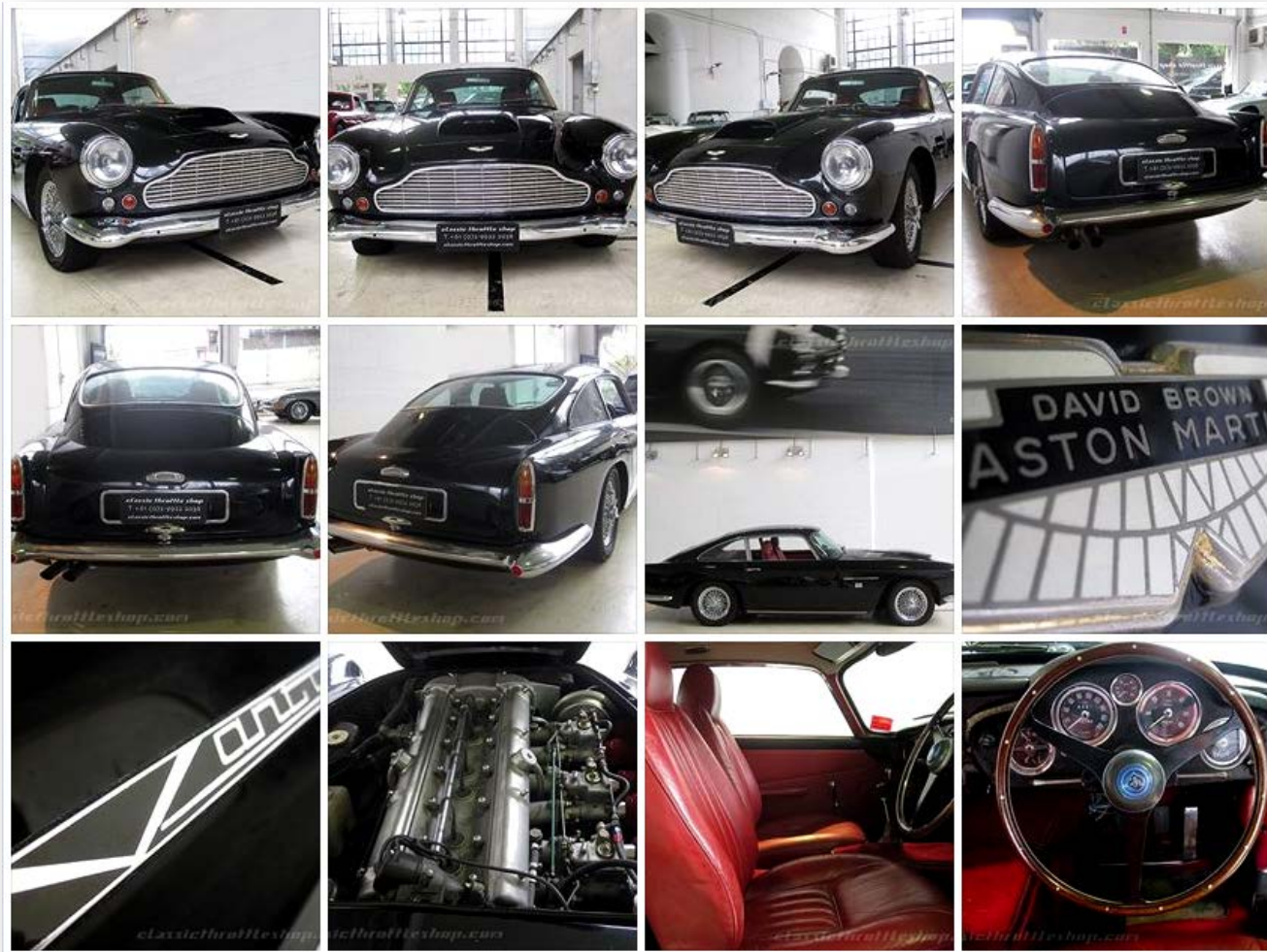
Chassis Number: DB4/473/R

Engine Number: 370/450

Frank Crech purchased the Aston from Mr J. Robinson of Carlingford, NSW, in October 1977 (58,000 Miles). The car was believed to be silver at the time, later painted Raven Black during restoration by Frank who removed the Engine and David Brown Gearbox and replaced it with the 4 litre Webber Vantage Engine and ZF Gearbox from DB6/4063/R together with the DB6 upgraded front seats. Then, Frank sold the DB6 to fellow TSCC member Bill Rankin who fitted a V8 Ford 351 Engine and C6 automatic gear box.

Sadly Frank was found Murdered in his Parramatta workshop during the early 1980's.

This Raven Black DB4 was up for sale by the Late Frank Cretch's family recently (2012) at the Throttle shop in North Sydney, and we have been advised the Aston is still in Australia.





ASTON MARTIN

DB4 COUPE



Clive. Lyon. Playfair. Sanderson's DB4 Coupe
 TSCC Member Number 13
 Year of Manufacture: 1961
 Chassis Number DB4/658/R
 Engine Number 370/652/SS

Clive purchased this Aston Martin on the 9th-April-1976 (94,000 miles) from Mr. Bob Rusk of Church Point, NSW. It was painted Silver Birch, with red leather interior and equipped with the Special Series Engine with David Brown 4 speed Gearbox Vantage head and camshafts, Triple SU HDR carburettors. Clive was a bit of a scoundrel regarding car Insurances and also told tales of his job as a test driver with GT40's. Sadly, Clive passed away in the late 1980's. But, I am sure he is not forgotten. Les Johnson raced this Aston Martin in Historic meetings painted Aston Martin green. This unique DB4 of Clive's, was sold to England in 1988 and still remains in the UK, now fitted with a 4.2 litre engine.

- 1987 Historic Sports & Racing Car assoc. Amaroo Park, Australia (L.C.Johnson)
- 1990 Wiscombe Park (Langlios) 1st
- 1990 Petit Bot Hill climb (Langlios) 1st
- 1992 4.2 litre Engine fitted





ASTON MARTIN

ROLAND CLARK'S DB4



Roland Clark's 1961 Aston Martin DB4

TSCC (Life) Member Number: 6

Year of Manufacture: 1961

Chassis Number DB4/695/R

Engine Number 370/706

Purchased from TSCC Member Chris Dale of Lane Cove NSW in November 1978 (44,000 Miles). Total restoration by Roland Clark in 1978, achieving Concours D'Elegance Class wins at AMOC National 1979.

The Clark family wrote:

Les: Hope the following 'novel' is usefulA joint Clark production Sandra Clark/ Graham Clark/Julia Wellington/ and Stephanie, please check the actual names of cars... get very confused with all the letters and the numbers

Our recollection of our dad's love of Aston Martins was the purchase of a Purple DBS in the middle seventies. (DBS sold to TSCC Member Chris Dale now owned by TSCC member Norman Johnson)

He shortly after joined the Aston Martin Owners Club (Sydney) and recently rejoined after a break of many years.

It is our understanding that this car was sold a few years later for a cash amount plus a DB4, in a very sad condition.

This DB4 was the first to undergo a full restoration, and is still in the Clark family today. (See DB4/695/R)

Like many of my father's cars, this Aston Martin DB4 was restored to mint condition. It was resprayed British Racing Green, (?) with tan leather upholstery and a shiny rebuilt engine.

The attraction for me was the sleek 1960's English design and of course the similarity to the famous Aston Martin DB5 from James Bond. It was not the easiest car to drive and maybe not the most reliable, but its beauty made up for any of its short comings.

1979 saw the purchase of a silver DBS/10630/RCA sold to and still owned by Peter Hammond) from England. This wasn't kept for very long, but long enough to have some modifications carried out.





ASTON MARTIN

ROLAND'S OTHER CARS



Dad had a very well equipped workshop at Kurmond, with lots of car spaces. This led to him to acquire several more over the years. He wasn't happy with the fuel injection system so decided to modify the V8 with his own manifold and Holley carburettors, .making several for other car club members.

Roland then had a break of several years before re- kindling his love affair with the Aston Martin marque. Circa 2004 he purchased the shell of a DBS (DBS-5030/RAC) from fellow Thoroughbred Member (Syd Davenport) and a Lexus V8 motor, more comfort for Stephanie. Hence the birth of the 'Astus' on answering Roland's newspaper ad.

Joe Mallia spent many hours at Galston working with Roland in his shed creating this blue 'friend'. After many pleasurable Thoroughbred events, this car was sold to Cummins Classic Cars, Mortlake on consignment.

The restoration bug was too much for Roland, buying a 1980 AMV8 Volante (V8/15145/COR) from neighbour's friend. This car was purchased by Peter Bowles, and then sold, after ten years, to our neighbour's friend in New Zealand. After an eighteen month restoration, again involving Joe Mallia, a very sleek green monster, with green soft top, now sits in the garage.

Shortly after Roland purchased a blue DB7 Volante (SCFAC13322B500404) sight unseen. From a dealer in Sydney. It was never really Roland's car. After a few hiccups he sold it to fellow Thoroughbred enthusiast, Terry Daly.

Following a conversation at a breakfast run with Gary Brightwell (Aston Martin Service Dealer) Roland purchased a silver 2002 Vanquish (SCFAE32382K403319), and in the words of Stephanie an A-W-E-S-O-M-E vehicle, well loved. It to have only three owners, originally imported by radio personality John Laws in 2002.

Roland's love affair with Aston Martins continues.....his children and wife love driving them.

Sandra Clark



Roland and Stephanie's Clark's home at Galston even had that Aston touch





ASTON MARTIN

DB4 COUPE



Les & Roselee's Johnson's 1961 DB4 Coupe

TSCC (Life) Member Number::140

Chassis Number: DB4/815/R

Engine Number: 400/900

David Brown's Company car, then the Donald Healy's company car was continually clocked at 140 MPH on the MI England. In 1979 Les purchased it from Bob Rusk (a real tight arse man) who would not negotiate on the price (\$4000). Bob Rusk only wanted cash but he did allow me to pay it off over a 6 month period. In 1984 Graham Watson painted the car (\$4,800-00) Roman Purple, the original colour, with a white 10" stripe (much to the horror of most Aston Martin owners). In 1985 the engine was in very sound condition only requiring a minor strip down with gasket kit, and the head rebuilt by Jim Corrie (\$5,500). The trimming was carried out at Mascot for around \$1000, and the rest of the work carried out by me at my home work shop. Sadly, the car caught on fire due to a back fire through the Webber Carburettors, and Shannon's Insurance paid for the rework to be carried out, but I lacked the same enthusiasm in the next rebuild, although this time, fitted the air box to prevent a reoccurrence of the fire. The car has been used throughout my ownership on many car events, but Roselee now refuses to be a passenger, not because of her bad back, but mainly, because as she calls the car "New Delhi" after an experience in India. (It's Too Bloody Hot & Stinks of petrol). It is a real love/hate relationship with this Aston Martin because it has let me down on the odd occasion but it has always been forgiven. To own one of these cars you have to be prepared to be able to work on the car personally, otherwise they now are quite expensive to maintain. Believed to be the only DB4 produced by the factory with a 4 Litre engine.

1962:

2013 AMOC NSW 2nd in Competition Class Concours D'Elegance
100 years of Aston Martin.



Seen here with Lisa Dwyer at Eastern Creek –and still owned by TSCC Member Les Johnson



ASTON MARTIN

DB4 COUPE



Mark Robinson 1963 DB4 Coupe
TSCC Member Number: 143
Year of Manufacture: 6th-Feb-1963
Chassis Number: DB4/1028/R
Engine Number: 370/1090

Mark Wrote:

1963 Aston Martin DB4 Series 5, Chassis Number DB4/1028/R, Engine number 370/1090 built in June 1963 and delivered to B&K Laboratories, Middlesex. The second owner was a Mr McLeod of South-on-sea, and then the car was imported to the USA.

9th-September-1980 the car was sold to Mr. Robert Reno of Iowa.

8th-May-1989 car was sold to Mr. David Dahlin of Illinois

25th-June-1992 then sold and imported to Marinos Classic & Sports Car Co. Huddersfield England

19th-July-1995 purchased by Mark Robinson from Marinos Co England.

20th-July-1996 Imported to Australia Sydney and full restoration began to current form.

I joined the Aston Martin Owners Club in 1987 and later the TSCC car club in 1991. After buying my first Aston which was a 1963 DB4 Series 5 Vantage and for the next 10 years I spent restoring it I never really got to drive and use it as one should be. (See DB4/1201/R).

So while I was in the UK for a year celebrating the 60th anniversary of the AMOC in 1995, I went on the hunt for a replacement eventually finding this DB4 which in turn needed a total make over but was in fair condition. The car was totally stripped down and was rebuilt to become a Historic road registered race car. This process became a long term rebuild taking 9 years. All the chassis/body was blasted and repaired, modified, suspension and running gear sort and fitted, specialised race engine parts, pistons, sleeves, rod etc.

Aluminium Fuel cell was fitted in spare wheel well, aluminium radiator and oil cooler, it has a full roll cage, race seats, all FIA, CAMS and RTA approved (Some task with the RTA at the time) but has now been on the road since 2010.

Finally after 23 years I have an Aston Martin on the road and hasn't it been fun its first venture was straight to South Australia for the AMOC national meeting.(I mean like 10 minutes after I finished rebuilding the car, we were off for the 1500 km maiden trip. The highlight was at Mallala race track where the old girl flogged the brand new Astons in the SALOON and the GO to WHOW drag events; this upset some of the new owners. Since then I have raced with GEAR club at Wakefield Park, VHSCC at Phillip Island Classic with a grid of 50 cars, and HSRCA events at Eastern Creek Raceway, the last being a 25 lap endurance event with 42 odd cars completing and ranging from 1958-1972. During this race on Lap 7 a clutch pin broke but we kept going on, and on Lap 13 I came in for the compulsory driver change in which my friend Greg King (5 times HQ Holden Series Champion) jumped in the drivers seat and said (we are here and we are going to finish), so he started the DB4 in 3rd gear down pit lane and drove the rest of the race in 3rd gear. We finished 22nd and first in the class, after this the motor came out for a freshen up and clutch rebuild but has now turned into a major upgrade with another 100 BHP out at the rear wheels and another extra 1000 RPM.

So watch out in the future when she will ruffle a few more feathers on the track and road.



DB4-1028-R still with present owner Mark Robinson



ASTON MARTIN

DB4 CONVERTIBLE



Les & Roselee Johnson's 1962 DB4 Convertible
TSCC (Life) Member Number: 140
Year of Manufacture: 24th-July-1962
Chassis Number: DB4C/1056/R Engine Number:
370/812/SS

Purchased in UK, sight unseen for £3,500. On arrival in Australia the Engine and Gearbox were on the front and rear seats. Oh what a mess! Restoration took place over a 7 year period and was not without its many dramas.

- 2011 -1st AMOC-NSW Concours D'Elegance DB 4/5/6 Class
- 2011 -AMOC _NSW Peoples Choice award
- 2011- AMOC-NSW Overall Concours D'Elegance
- 2012 -TSCC Pride of Ownership Ladies Choice Award.
- 2013- Unique Cars Magazine Article January issue
- 2013- Sydney Morning Herald Saturday-19th
- 2013- AMOC National Meeting 1st DB4/DB5/DB6 class Concours D'Elegance
- 2013- AMOC National Meeting -Outright Winner Classic Aston Martin up to 1999
- 2013- AMOC NSW Concours D'Elegance Outright winner Classic Aston Martin up to 1999
- 2013- AMOC NSW Concours D'Elegance 1st in DB4/5/6 Class

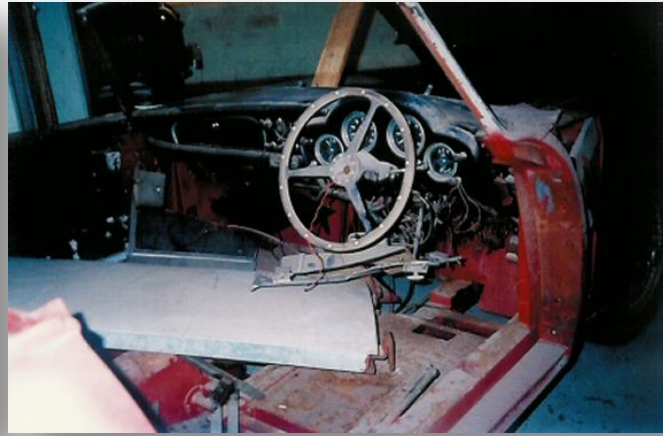
Restoration was carried out by O&S Sports Car Restoration of Brookvale NSW





ASTON MARTIN

DB4 CONVERTIBLE





ASTON MARTIN

DB4 CONVERTIBLE





ASTON MARTIN

DB4 CONVERTIBLE



50 Years Young

For many years club members have heard about a mysterious and elusive Aston Martin. We had also heard many stories of its trials and tribulations during restoration.

The owner was always being asked "hows it going with the DB4"?

With these few simple words it was thought that the owner would just explode at this question, as he had often compared the restoration as "like working with a Terrorist Group, held to ransom and continuously being feed false promises".

Responding in true AMOC style; there was always a polite response in return "its taking a bit longer than it should have"; a response often said - through obvious gritted teeth.

Les Johnsons - Aston Martin DB4C/1056/R

Car No. DB4C/1056/R was built by Aston Martin Lagonda at Newport Pagnell and was originally purchased from Brooklands on 28th of June, 1962 by the Hon. Max Aiken of Beaverbrook Newspapers Lid who were based at 121 Fleet Street London.



Original Standard Specifications

Type:	Aston Martin DB4 Convertible RHD
Engine No.	370/912/SS
Chassis:	DB4C/1056/R
Carburettor:	Triple SU HD 8
Dynamo:	Lucas
Starter:	Lucas
Gearbox:	S.4 -32/4/1093- WR Overdrive
Speedo Gears:	
Rear Axle Ratio:	3.77:1
Shock Absorbers:	Armstrong
Speedometer:	Smiths
Plug:	KLG
Tyres:	AVON TS MK 111
Body Type:	Convertible
Body Manufacturer:	Newport Pagnell
Body Colour:	Pearl Black (ICI MO35-2628)
Trimming:	Black (Connolly VM-8500)
Hood & Cover:	Black
Wireless:	Motorola Radio No; 70117---- 6.9162
Rear axle No.	L. 6129
Battery No.	S. 3-317
Key No.	Ing FP. 735
Glove & Boot:	FP. 660

Non Standard Specifications

- Borrani 16" Wire Wheels 16'
- 12 Plug Head Engine Triple Webers
- Electric Window Lifts
- Detachable Hard Top
- Warning Lights both Doors
- GT Instrument Binnacle
- Electric Laycock Overdrive



ASTON MARTIN

DB4 CONVERTIBLE



Chris & Joan Johnson's 1962 DB4 Convertible

TSCC (Life) Member Number: 3

Year of Manufacture; 1962

Chassis Number DB4C-1065-R

Engine Number 370/956 Manufactured 19th-Sep-1962

Chris Wrote:

I brought the through Four Ashes Garage on 21st-march-1980 for £3,750 -00 pounds. After purchase I had the trim and upholstery re lacquered and new carpets fitted. Also new tyres. This work was carried out by Jack Moss and the cost break down was: Carpet: £40, Lacquer £20, Carpet beading, felt and glue £10, 2 new tyres £36 each. Wheel balancing £4.60. Labour £210-00 VAT: £53.49 Total £410-09.

I came across the car by accident. In March 1980 Joan and I were having lunch in a pub opposite to Four Ashes Garage. Outside of the Garage there were a number of Aston Martin's, notably 2DB6 Volantes, 1DB5 Volante and 2 other DB5's. After lunch we strolled across the road to have a look at the cars and Jack Moss came out and we had a chat about the cars. They were all customers in for service and I mentioned that I had always liked the DB5 Volante. He then said he knew where there was a DB4C which the owner probably would sell.

The car had been on blocks for about a year and Jack knew the car well as he had done all the servicing on it. If I was interested in having a serious look he would collect the car and get it cleaned up as it was looking a bit jaded! I saw the car 3 or 4 days later and Jack said the owner wanted to sell as he wanted to buy a yacht and that he wanted £6000 pounds. I thought that was too much and made an offer of £3750 pounds. Jack thought he would not accept it but rang anyway and Jack was astounded that he accepted the offer. Jack came out of his office and said "you are now the owner of an Aston Martin.

I had the work carried out as above and we were delighted with the car, and why wouldn't we be????



*Sold £600,000 at auction in 2012 and now resides in England
She was twice sold to buy a boat*



ASTON MARTIN

DB4 CONVERTIBLE



Some time in September I took the car to Liverpool Docks so the shippers could prepare it for export to Australia. It was steam cleaned; battery disconnected and put in a frame into a 20 foot container.

It was shipped on MV Delores and arrived in Sydney on 30 December 1980. I did not see the car again until 14th-January 1981 when I collected it from Grace Brothers Removals at Auburn.

Joan Johnson now retired and live in the Kiama area NSW I had some trouble in getting it registered, the RTA engineers at Beverly Hills were particularly pedantic and knit picking and it took 4 visits over the pits before they would pass the car. Instead of inspecting the car fully and giving me a list of faults, as soon as they found 1 fault they failed the inspection and would not continue on. I such failure was that less than half an inch of rubber was missing off 1 windscreen wiper!!!! I should have crossed their palms!!!!

Finally registered on NSW plates with the number: LCS 300 on 20th-March-1981. I sold the car to a Richard Harvey from Perth (sight unseen) for \$28,000 sometime in 1985 I believe. I sold the car because I was not using it much and wanted to buy a boat (couldn't have both!!) The car was shipped to Perth via TNT transport.

Sometime in around December 1987 the car was shipped back to the UK and sold at Auction for £300,000 to an Engineering Company in Manchester. A record price for an Aston Martin at that time. Some years later the car appeared in the Sale room's of Peter's of Kensington in London for £75,000. I do not know what happed after that.

When I brought and sold the car it was original and not reconditioned except for the work mentioned above. See photographs below.

TSCC life member Chris and Joan Johnson now retired and live in the Kiama area NSW



With the roof down in all its beauty.



With the very rare metal detachable hard top.



ASTON MARTIN

DB4 VANTAGE COUPE



Chris A. Dale's DB4 Vantage Coupe

Year of Manufacture: 1962

Chassis Number: DB4/1114/R

Engine Number: 370/812/SS

Unfortunately I have been unable to make contact with Chris Dale, Lionel walker was chasing him at one stage but I guess he gave up also, if anyone else can help please contact me.



Location unknown last in Australia 1999 Reg. No AML-DB4

Photo (similar to above DB4 Vantage)



ASTON MARTIN

DB4 VANTAGE COUPE



John & Sue Hall's DB4 Vantage Coupe

TSCC Member Number; 7

Year of Manufacture; 1960

Chassis Number: DB4/1121/R

Engine Number: 370/0200/GT

This very car was fitted with GT engine from the factory Painted Guards Red when owned by John Hall later sold and the Aston was relocated to the UK. Motor dealer.

Ray Lintott of Australia purchased the car and the Aston returned to Australia in the Bowral area sadly Ray Lintott passed away in 2010 (Ray Lintott 16th-Aug-1943 – 12 –Sep-2010)

Many early members will recall the accident on Mount Gibraltar at Bowral when driven fast up Mount Gibraltar by John Hall? The Aston reappeared in Scottsdale Auction February 2011.



Last know in USA 2011



ASTON MARTIN

DB4 VANTAGE COUPE



Mark & Arthur Robinson's Aston Martin DB4 Vantage Coupe
TSCC Member Number: 143
Year of Manufacture: June-1963
Chassis Number: DB4/1201/R
Engine Number: 370/1068/SS

Mark wrote,
The 1963 Aston Martin DB4 Vantage series 5 Vantage. Built June 1963 Chassis Number DB4/1201/R, engine number 370/1058/SS, 14th last car built. Original; colour Caribbean Pearl, Black Connelly leather interior and carpets. 4 speed David Brown gearbox with Laycock electric overdrive.
1963- 1967 car was owned by Senco Pneumatics Glasgow UK.
1969 car was imported to Australia, owned by Maurie Nowytagar of Balgowlah NSW
The car was in various workshops and Steve Sulis's Classic Autocraft over a period of time.
Purchased from from AGC Company on 12th-September 1987 at Shannon's Auction Melbourne by Mark Robinson then a couple of years later (father) Arthur Robinson became half share owner ,then full share owner in 1998.
The car was raced regularly Historic events at Amaroo Racetrack late in 1987 and was found that the clutch was slipping, so I started a full ground up restoration which took the next 10 years to complete. Even though the car had been restored previously it still needed a complete nut and bolt restoration to get the car into top Concours condition.

Believed to be still in Australia maybe Western Australia?????





1964

Sean Connery as James Bond drives the new Aston Martin DB5 in Goldfinger and an iconic on-screen relationship is born.



ASTON MARTIN

DB5 COUPE



William (Bill) Rankin's Aston Martin DB5 Coupe

TSCC Member Number: 2

Year of Manufacture 1965

Chassis Number: DB5/2147/R

Engine Number: 400/2146

From what Bill Rankin can recall is that he purchased the DB5 Silver Fox with blue interior in Wales UK with the Registration number of HNY-325C, landed in Australia for \$6,500, then had the Aston Martin Coupe DB5 NSW Registered number BR-220 and painted White to match his V8, then on sold to AMOC Raymond Millington of Old Pitt Town road Kenthurst in NSW for his wife for \$13,000 in 1978, the only thing Bill remembers is that he also had an old Rolls Royce.

Arne Schimmelfeder wrote:

Bill Rankin's Aston Martin DB5 Coupe DB5/2147/R. the original engine was said to have been 400/2146 but it is now most likely fitted with engine 400/4163/S. The owner after Bill Rankin is said to be (1978) Ray Millington. The car belonged to Geoff Venn in the ACT in 1980. A Bob Kirk in Victoria owned the car in the mid 1990's and sold it in 1998. It was offered for sale at the Shannon's GP Auction on 11-Feb-2002 with Victorian registration HNY 325 9 similar to Bills registration when acquired from Wales in the UK, but was passed in.

I saw the car in Tasmania in January 2004, and the AMOC members list in 2004 has it belonging to Mr. J. Graham of 16 Leslie Street Hawthorn Victoria.



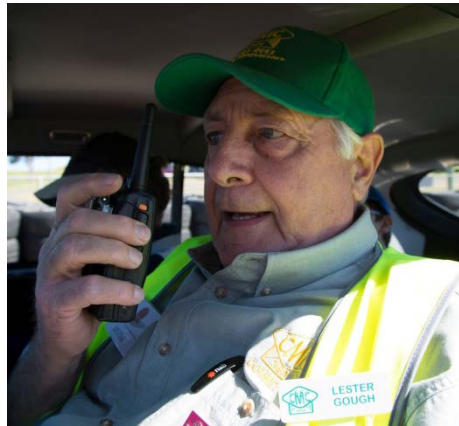


ASTON MARTIN

DB5 COUPE



Lester & Pam Gough's Aston Martin DB5 Coupe
TSCC (Life) Member Number: 17
Year of Manufacture 1964
Chassis Number: DB5/1552/R
Engine Number: 400/1559
Purchased from Les & Norman Johnson and driven home and has not moved since. Believed to have been fitted with upgraded exhaust system, Koni shock absorber conversion and 3 Weber carburettors. We all keep our fingers crossed it may appear on the road once again before to long!!



Still Owned by TSCC Member Lester Gough

DB5 007 REPLICA



Les Johnson's Aston Martin DB5 Coupe

TSCC (Life) Member Number: 140

Year of Manufacture 1964

Chassis Number: DB5/1675/R

Engine Number: 400/1658

This Aston Martin was purchased by me from Barry Turner of Kurrajong, NSW, for the sole purpose of entering the car as a James Bond agent 007 themes in the 1985 Bourke to Broome Redex.

The boot was removed and a fibreglass boot lid was made and this was fitted with electric window lift motor to raise and lower bullet proof screen. Also added was a self parking windscreen wiper motor for the revolving number plate, and twin machine guns that popped out of the front mud guards made from two sprinkler pop ups and powered by an electric boat bilge pump, because we had to carry 20 litres of water anyway. The smoke screen was our second SU fuel pump which pumped diesel directly into the exhaust manifold. Wire wheels were relaced with solid steel rims with a special knock on's being made up in case spokes worked loose and the possibility of causing havoc on the rough roads. TSCC member and fellow Aston Martin Owner, Gordon Ketelbey, was to join me on this great adventure. The Aston made the trip fine except for a few little hiccups which didn't stop this mighty machine. On entering Bourke some 1 ½ to 2 hours ahead of the next car from Sydney, we were escorted in by two helicopters, one on each side. It would have been a fantastic photograph, but now only past memories. When I rang Roselee to say I made it she told me that it was on the radio in Sydney that the Aston had limped into Broome on five cylinders at 120 mph. Later this car was restored back to original and my son Rick at the age of 15 was offered to race the car at an AMOC meeting at Winton Victoria racetrack. I was so concerned as the Aston wheel spun off the line on that day, but Rick returned after 3 laps with the biggest grin on his face and only 8 secs off my time.



*Photo taken at the famous COMBO WATER HOLE - 132 Klm NW Winton, Queensland, reputedly inspired "Banjo" Patterson to write "WALZING MATILDA"
Now sold – location unknown*



ASTON MARTIN

DB6



Lionel & Gael Walker's Aston Martin DB6
TSCC Member Number-19
Year of Manufacture 1966
Chassis Number: DB6/2763/R
Engine Number: 400/2750/V

Lionel walker:

We first purchased the car 1st-September 1976 in an unassembled state, painted the worst metallic chocolate brown you could imagine (Rolling chassis and two large boxes of doors and interior trim).

During restoration I discovered after pulling out the engine and gearbox that the whole clutch assembly was missing, and so were the fan, radiator and cowling. Restoration was completed in 1987.

Original colour was white, but I changed the colour to Porsche Guards Red. Interior was kept the same tan colour. Sun roof was fitted in Australia.

Points of history.

Only Aston fitted with genuine Knock on Minilite alloy wheels in Australia.

Factory fitted lockable fuel caps.

AMOC NSW Area Concourse history results to date.

1st DB4,5 & 6 Class

1st DB4,5 & 6 Class

1st DB4,5 & 6 Class

2nd DB4,5 & 6 Class

1st DB4,5 & 6 Class

2011 3rd DB4, 5 & 6 Class

TSCC Pride of Ownership a few times as per the TSCC trophy. We used it as our special family car because it had three seat belts fitted in the back for the girls, before they out-grew it.



We sold the Aston Martin in July 2012- after total of 36 years of ownership



As purchased 1st September 1976 in unassembled state.



ASTON MARTIN

DB6 MK1



Adrian & Lorraine Walker's DB6 Mk1 Coupe

Chassis Number: n/a

Engine Number: n/a

Adrian Walker- I purchased the Aston Martin in 1985 from a bloke in Mosman (a Real Estate agent) a 4 litre car with black Connelly leather interior , beautiful chrome wire wheels, triple Webber Carburettors on a good strong engine and automatic gearbox, pommy gearbox (Borg Warner) similar to a early MK2 and MK10 Jaguar. I renewed the exhaust system including the mufflers which were very tatty, Cast headers were OK ,also replaced the all tyres and had the Aston registered but found the driving with the auto transmission was terrible as a driving car. My neighbours loved the car, but I had enough of the auto gearbox so I sold the Aston Martin 3 months later and have no record of the Engine or Chassis number.

My brother Lionel was restoring a Aston Martin DB6 also, and we took a few photos of the inside rear trim, seat top panels etc.

The sale funds of this car enabled me to purchase our Ferrari 308 GT which we still own today.

Adrian's Aston Martin similar to this photo





ASTON MARTIN

DB6 COUPE



Liz & Tom Kornharber's Aston Martin DB6 Coupe
 TSCC Member Number -156
 Year of Manufacture 1967
 Chassis Number: DB6/2886/R
 Engine Number: 400/2853/V
 Vantage Engine with 3 X 45 DCOE Webber Carburetors

Purchased in 1987 with Registration number DB-2587.
 Entrant in 1991-1992 Australian Repco Mountain Rally.
 2nd in Class AMOC 1990 Concours D'Elegance.
 3rd in Class AMOC 1991 Concours D'Elegance.
 2nd in Class TSCC Pride of Ownership day.



Tom hard at work on the skid pan.



ASTON MARTIN

DB6 VANTAGE COUPE



John & Sue William's Aston Martin DB6 Vantage Coupe

TSCC Member Number-18

Year of Manufacture 1967

Chassis Number: DB6/2984/R

Engine Number: 400/2963/V

John Wrote:-

I bought my DB6 Vantage on 20th June 1975 in Hull, East Yorkshire for £1000. I was looking for a V12 E Type roadster but fell over the Aston and could not resist. I had almost bought a DB4 from Andrew Haworth-Booth (manager of the Bullen's Lion Park near Warragamba Dam) in 1970 but couldn't bring myself to part with my Lotus Élan S2.

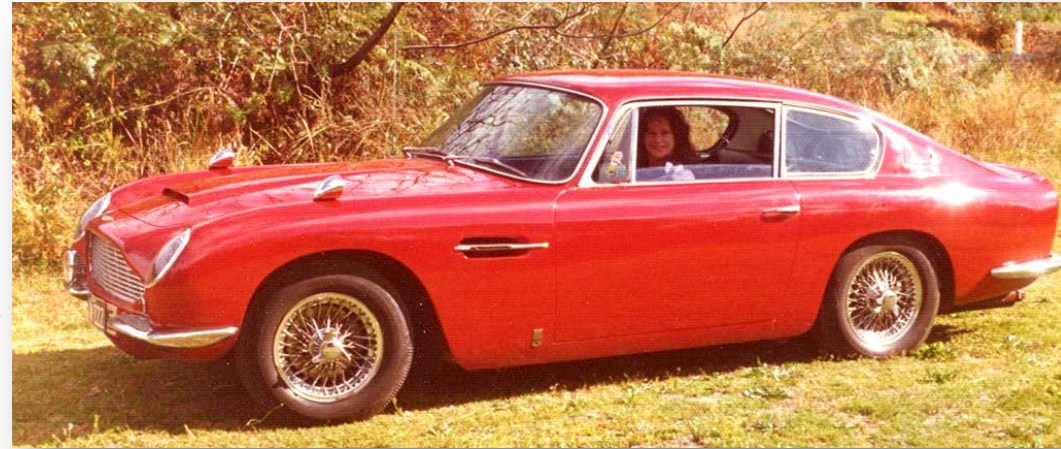
I used the Aston for 4 months in England to tour the UK and while there went to Robin Hamilton's home in Stoke-on-Trent and purchased a boot full of spares. He had a field full of DB4's and DB5's which were for sale at £500 each. All were rough but a bargain at the price. I then brought the Aston to Sydney in late 1975 and joined AMOC in 1976. We took the car to the 2nd AMOC national meeting at Merimbula and the 4th AMOC national meeting in Canberra ; we then became party to the breakaway group to form the ASTON MARTIN and THOROUGHNBRED SPORTS CAR CLUB . I was the treasurer for the first 4 to 5 years, we attend a lot of enjoyable club outings with the new club including gold-panning at Nundle and Silverdale Hill climbs: another member Bruce McBride made a video of the Silverdale event. I kept it until 1984 then sold the Aston to a friend of TSCC Member Frank Crech's Friend Ilmar Tooming TSCC Member No 50. The Aston was originally a mink colour but was painted metallic burgundy when I purchased the Aston; I sprayed it Regency Red. The chassis number DB6/2984/R Engine Number 400/2963/V was first registered but I seem to recall that it may have an engine change at one stage (but not sure, my memory is now a bit hazy) it was changed because the webers had jets from a VC version engine.

Its first date of registration was 7th/April/1967; I still have the original English logbook if the current owner wants it. Having ownership of this car was an absolute pleasure and encouraged long-standing friendships in the club.

1989-1991 -John's Aston was owned by a Mr. C. J. Krueger of Elizabeth Bay Sydney John now lives in England if any members wish to contact him.

98 Swanland Road Hessele. East Yorkshire HU13 ONJ England Phone 01482 642712

Email; johnrwilliams@johnrwilliams.karoo.co.uk



Sue Williams (top)

John & Sue's daughter Sharon (bottom)



ASTON MARTIN

DB6 COUPE



Liz & Tom Kornharber's Aston Martin DB6 Coupe
TSCC Member Number-156
Year of Manufacture 1967
Chassis Number: DB6/3090/R
Engine Number: 400/3061

Purchased in 1993 with registration number DB-6006, Colour Dubonnet Rosso with black Connolly leather interior.

Sadly Tom has passed away, but Liz is still involved in TSCC activities.

Entrant in Jaguar Mountain Rally – 20th out of 85 cars, 3rd place Aston Martin Team

1994, 3rd in Class AMOC NSW Concours D'Elegance



Above:

Tom Kornharber's DB6's at Home in Killarney Heights Sydney

Left:

Jaguar Mountain Rally

Tom Kornhaber with Liz Kornhaber Giving out instructions

Car now owned by C.S.J. Jacobs in South Australia





ASTON MARTIN

DBR2

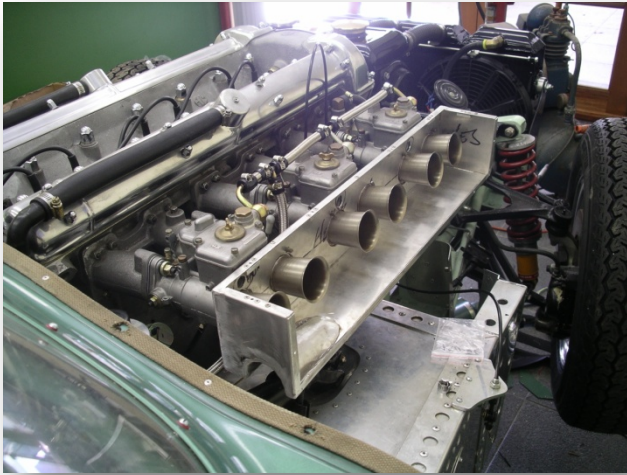


Les & Roselee Johnson's Aston Martin DB6
TSCC Member Number- 37- new number 140
Year of Manufacture: 1967
Chassis Number: DB6/3358/R
Engine Number: 400/4576/SFI
Re-bodied to 1957 DBR2 Shape

My Aston Martin DBR2, started life as a DB6 but was damaged by fire in the 1980's and I purchased the remains of this car from Andrew Frazer of Hamilton in Victoria. After negotiating a deal with Mr. Errol Tempero of Oamaru in New Zealand, the arrangements were made. In return I supplied all the mechanical parts and Errol would take care of the rest. He, being a man of his word, the car was completed some 5 years later. I have used the car on many outings and it is a totally fun machine to drive. The car now plays hell on Roselee's back, but I think she did enjoy the car in the past. This was the car to test how far a marriage can go! After a return trip from Wellington in the pouring rain on a TSCC run, as the rain passed through our underwear and out of our socks for 2 ½ hours, we eventually stopped for a coffee break and Roselee made the statement "I married you for better or worse and I'm telling you that this is the worst!" Honestly, until then I had not realised that there is actually a limit in marriage.

My son Rick and I took the DBR2 replica over to England, France, Holland, Germany, Italy and Switzerland for the 100th year celebration of Aston Martin, but sadly the car failed in Nurburgring, Germany where we had to leave the car at the Aston Martin Workshop. There was a fault in the de Dion rear axle hub making us unable to complete in time. The car was exported back to Australia and we missed out driving the Monza track in Italy.





Triple Webber 4 litre Aston Martin engine



Rear end showing De Dion Rear End and 165 litre Fuel Tank



ASTON MARTIN

DB6 COUPE



Gordon & Sandra Monk's DB6 Aston Martin Coupe

Chassis Number: DBR/4025/R

Engine Number: 400/4106

Both Gordon and Sandra have passed away, but I believe their son Chris may still have the Aston but I was unable to confirm.



Location unknown



ASTON MARTIN

DB6 COUPE



William (Bill) Rankin's DB6 Aston Martin Coupe

TSCC Member Number: 2

Chassis Number: DB6/4063/R

Engine Ford 351 V8

Bill purchased the DB6 from Frank Crech and installed the Ford V8 351 motor. Later, the Aston was purchased by Bill Russell of Sydney who located a Vantage Engine 400/3436/V from England and restored the car back to original condition.



Ford V8 Engine fitted





ASTON MARTIN

DB6 MK2 VANTAGE



Colin & Suzie Wilson-Brown's DB6 MK2 Vantage

TSCC Member Number-132

Year of Manufacture-1970

Chassis Number: DB6/4245/R

Engine Number: 400/4588/VC

Colin Wrote:

I saw DB602 in the "Toy Shop" showroom in North Sydney one lunch time in July 1987.

I drove it that afternoon, had a chat over the phone to previous owner, Dean Wills, and bought it the same day. "I've got a big surprise" I said to my wife, as I popped the Champagne cork.

That began 20 years of Aston ownership, which gave me some of my best motoring experiences, some of my worst (and most expensive) and introduced me to some terrific people.

I joined the AMOC and enjoyed many years of monthly meetings in the Hunters Hill Hotel with Les Johnson, Peter Hammond, Liz and Tom Kornhaber and many others.

The paint was tired so I had the car stripped to bare metal (there was no rust) and repainted by Stow Smash Repairs in Artarmon. They did a fantastic job and, 25 years later, the car still looks like it has been recently repainted.

Otherwise the car was in good condition. Full history of the car is not known. It was registered in the UK in June 1970, but was immediately imported into Australia by sports car dealer, John Thompson. Owners prior to Dean Wills include Kingsley Blunsden and radio personality Ken Sparkes.

I took the Aston to the annual gathering at Beechworth in 1992, where I met the Aston fraternity from all over Australia. I developed my interest in motor sport there. We had hired Winton race track for the day and I loved it. I watched Paul Sabine with my mouth open as he drifted his DB4 through the 'esses' in pouring rain. I was happy to win the 'Regularity' trophy going about half the speed of Paul. I've been racing ever since and that's where I got the bug.





ASTON MARTIN

DB6 MK2 VANTAGE



I started competing in the NSW Combined Sports Car Associations Supersprint series. We competed at a variety of circuits including Amaroo, Oran Park and Catalina and a couple of hill climbs. In my second year (1991) I won the over 3 litre class.

The Aston was my daily driver. Taking the kids to school on the way to work. It was my only car and was very reliable for a few years. I entered it in the Grand Prix rally 1990, with NSW Club President, Peter Hammond as my co-driver. We had great fun in the company of other Aston owners- including AMOC Director, Paul Sabine (along with Les Johnson the source of all DB knowledge in Australia).

Peter Hammond was a great navigator (as you would expect from a quantity surveyor) and we entered three Repco Mountain Rallies in 1991-93, along with our friends the Kornhaber's (DB6) Bill Koppe /Mark Robinson (V8). The mountain Rally was tricky navigation event and, thanks to Peter, we nearly won it three times. However, between us, we managed to snatch defeat from the jaws of victory. We finished 2nd outright with a class win and shared the team prize at our third attempt. That event was memorable for wrapping Tom Kornhaber's car in aluminium foil while he was at dinner. The other two team cars were silver and we figured Tom's Dubonnet Rosso DB6 should look the same. It was a great sight and Tom appreciated the joke.

By this time the Aston was ready for an engine rebuild which was carried out by Vantage Automotive. I put on all the good gear and was thrilled with the result, but not for long.

We decided to enter the team of Aston's into the 6 hour Relay Race at Eastern Creek in 1993. Bill Koppe's V8 was seriously quick and would be our lead car, supported by my DB6 and Anthony Elvey's Immaculate DBS. Virtually every member of AMOC turned out to help-all wearing special AMOC shirts (BRG of Course).

The race didn't go to according to plan. The V8 started well but came into the pits after only a few laps with overheating problems. It was not to race again, so I drove for 1.5 hours until the fuel tank was dry. The Anthony did the same. The me again. All was well for another hour then, as I passed the grandstand at 100mph there was a bang and the screen went totally black. I could only see out of the side window as I switched off and coasted to a stop in a cloud of smoke. Oil everywhere. It had dropped a valve into a piston, snapped the camshaft and there were metal fragments all over the track. Anthony Elvey went on to finish the race but celebration was muted. The new engine was scrap metal.

Before we even left the track, Les Johnson whispered to me " I can lend you an engine DB4". A generous friend indeed. He added " don't tell anyone. I don't want to ruin my reputation." The engine was in my car for 4 years. I still used the car nearly every day but never took the revs above 3000.

Eventually the DB4 restoration was completed and Les asked for his engine back. My new engine still wasn't finished so the Aston was stored in one of Les's containers at his works for another 2 years. Then I found another home for it at another mates place on the Central Coast where we restored the brakes, clutch, door sills, some rust in the boot and other bits and pieces.

Finally the new engine was finished and fitted in December 2005. To celebrate I took it on the Classic Adelaide Rally in 2007 with my son. Unfortunately someone drove into the side of it and I had to have the door re-skinned. After 20 years I thought it is time to get my money back. Luckily expenses had been matched by rising prices. So I sold it in 2008 to a friend, Simon White for a price that about matched 20 years of bills. I'm glad to say Simon uses it as frequently as I did. But he doesn't race, which I expect DB602 is happy about.



The car was recently photographed for a magazine cover. It still looks more desirable than the Learjet.



ASTON MARTIN

DBS COUPE



Roland & Stephanie Clarks 1968 DBS
Coupe
TSCC (Life) Member Number: 6
Year of Manufacture; 1968
Chassis Number: DBS/5030/RAC
Engine Number: Lexus V8 motor Fitted.





ASTON MARTIN

DBS COUPE



Phillip Cantrell Aston Martin DBS Coupe

TSCC Member Number-95

Year of Manufacture-1970?

Chassis Number: DBS/5066/RAC

Engine Number: 400/3758/SVC

Phillip writes from hospital recovering from a stroke.

Dear Readers,

Many years ago I had an Aston Martin DBS Vantage (1971-2 I think, correct me if I'm wrong) which I purchased from a guy who lived down in Brooklyn on the Hawkesbury. He was a business man who built supermarkets but that is all I can remember except he kept the Aston at the Brooklyn Police Station to keep it safe.

I remember the old beast fondly as it was my first foray (and probably last) with Aston Martins. It was a classic DBS shape as the attached photos showed and I must say now, I have dug out these old photos at Les's insistence I wonder why I ever got rid of it. However, looking back it was the impetuosity/stupidity/etc of youth and let's face it, it was the eighties. I decided in a fit of stupidity to modify the front of the vehicle to make it resemble the AMV8 model and repower the car with a Chevy V8 with a suitable gearbox, if I can remember correctly Toyota Celica manual gearboxes fitted to Chevy V8's were all the rage at the time and numerous Jaguars had such a conversion. I even came across a sacrilege Les performed in the eighties with a DB5 he did up for the Variety Club Redex Bash (photo included Les, I was not the only philistine). I remember selling the Vantage motor and gear box to Les for \$7000 so he could get a DB6 back on the road again. I was cashed up after this transaction to do the conversion, what stopped me I do not know, but for many years there after I had a stripped out Aston in my factory unit gathering dust and creating a nuisance. But someone saw it one day and reported it to a friend and it was duly sold and out of my life.

Like with many things in the eighties/nineties I have many regrets. I only hope the Aston went to a good home and was eventually restored to the elegance that I did not appreciate at the time, God that car looks good in those photos!



Phillip Cantrell's 1970 DBS registration number AM-818

THE 007 CAR



Photograph supplied by Phil Cantrell as mentioned in article above Reg-LJ-808



ASTON MARTIN

DBS V8 COUPE



William (Bill) Marshall 1970 Aston Martin
DBSV8 Coupe

TSCC Member Number-4

Year of Manufacture -1970

Chassis Number: DBSV8/10107/R

Engine Number: V/540/096

Originally sold in UK by J. Browning Motors,
118 Swindon Road, Cheltenham in November
1970 and registered YTU 69J.

Subsequent owners in UK (1) Greyhound Ind
Ltd 34/77 Leichenden Road, London, who
acquired it in July 1976 with 33,000 miles.

(2) W.G. Marshall acquired it on 18-8-1976 with
34,000 miles and the car arrived in Australia in
November 1979.

The car was 'inspected' (by Robert Penn
Bradley, I think) on 1-9-1980, when it had
39,000 miles and was noted in excellent
condition externally and internally and
mechanically, although, the Bosch fuel injection
system had been replaced with a 4 Holley
Carburettor (Possibly one of Roland Clark's
modification's.)

Unfortunately Bill came to a sad end in the
Botany area where it was rumoured he took his
own life after an incident with a lady, resulting
in her passing as well.

Believed to auctioned at the 1998 Shannon's GP
Auction wearing Victorian number plates NXB-
749.



Navy Blue with natural trim and fawn carpet with automatic sun roof



ASTON MARTIN

DBS V8 COUPE



Chris Hocking's DBSV8 Coupe
Year of Manufacture: 1970
Chassis Number: DBSV8/10036/R
Engine Number: V/540/044

I have tried to track down Chris Hocking but I believe he has fallen on hard times and gone to ground in Queensland somewhere. This Aston Martin also had one of Roland Clark's Holley Carburettor Conversions last time I was inspected the car some 20 years ago.



1972

David Brown sells Aston Martin and Company Developments take control. In a period of uncertainly Aston Martin changes hands once again

Similar car to above



ASTON MARTIN

DBS V8 COUPE



Norm & Pam Johnson's DBSV8 Coupe
Year of Manufacture: 1971
Chassis Number: DBS/10295/R
Engine Number: V8/540/493

This car was Roland Clark's Aston Martin and then sold to TSCC member Chris Dale. It was a Roman Purple Aston and was fitted with a Roland Clark alloy inlet manifold Holley Carburettor conversion. A few earlier TSCC members may remember Chris Dale's stories of racing the Aston at the in famous Underwood Road illegal drags in Homebush and blowing the differential to bits. The Alloy Inlet Manifold was made by Roland Clark, but now sports original Bosch Mechanical Fuel Injection as per original, and is now painted white. The Aston was purchased through John Scott at his mechanical workshop in St Ives. Funds were owed and the finance company wanting to repossess the Aston Martin struck a deal and Norman purchased the vehicle. Then engine was rebuilt and reconverted back to original fuel injection at Tickford Distributors Aston Martin workshop in Clyde NSW by Terry Richardson.



Aston is unused and remains in a shipping container and is still owned by TSCC Member Norm Johnson



ASTON MARTIN

AM V8 COUPE



Ken Parson's AMV8 Coupe
TSCC Member Number-88
Year of Manufacture; 1972
Chassis Number: V8/10516/RCA
Engine Number: V/540/390

Ken Parson Wrote:

I write this story to fill in a few gaps. About my 1972 Aston Martin V8 that I once owned. I heard about the car in 1985 from a classified ad, it was a Gunmetal Grey single headlight Auto V* and was for sale by a solicitor who lived in Albury, so a trip down the Hume highway I saw a good deal struck and a run back to Sydney via the Snowy Mountains. The first thing I noticed was a huge thirst for fuel and black exhaust pipes, but the car was terrific and the sound fantastic and new Koni Shocks it handled well , but of course being a fiddler I couldn't leave things alone, the rear mufflers were removed and lower front springs installed with better tyres. Then I tried to adjustment to the injector pump to improve the fuel consumption .as they say " a little knowledge can be a very dangerous thing" .I ended up stripping the fine adjustment thread, so as I was going to England I took the injector pump with me as cabin luggage !! Can you imagine the security Nazi's allowing that now!]Ken Parsons



Last owner TSCC Ken Parson ay AMOC Golden Jubilee at the Hydro Majestic



ASTON MARTIN

AM V8 COUPE



The injector pump went to a well know Aston Specialist in Bristol and I took it back from them after 2 weeks in a million pieces , then I rushed it to Tower Bridge Diesels who assembled it repaired it and calibrated it in just 3 days-after that I never touched it again. I must admit that I just loved the sound of the engine- it seemed that the faster you went the better it was, so much so that one early Saturday while travelling with a few other Astons to the AMOC Golden Jubilee which was held at the Hydro Majestic in the Blue Mountains for the Concours d'Elegance I gave the Aston it's head, after about 20km I slowed down and the noticed a white car some distance behind which turned out to be a Police Commodore with a very angry driver. He came up and said "I am just deciding whether to arrest you or give you a ticket" I said "A ticket would be nice" and after pointing out that I had slowed down when passing other cars and traffic was light, I said "I thought those Commodores were faster". His reply was that his was only good for 200kph and he said that I was probably going 240kph at times, which was about right, anyway a ticket for 150 kph was gladly accepted.

Luckily my Aston was reliable and I never damaged it. But I knew that the price for spares was akin to buying aircraft parts and not being a wealthy owner I always had this in mind when flogging it up the Putty Road. One thing that struck me was how well the Aston steered and handled for a big car. A Jensen Interceptor that I once owned had the same power steering as the Aston but was an absolute shocker on a twisty road, so Aston Martin got it right. After about 3 years of fun I sold it to a chap in Lindfield in Sydney. He actually part exchanged and I sold that car to a Mr Les Johnson who got his own back by selling me his Lamborghini Muira. Now talk about a money Pit. Nice to look at not so good to drive and own!!!! Ken Parsons



Current owner of AMV8/10516/RCA Stephen Dempsey of Victoria



ASTON MARTIN

AM V8 COUPE



Gordon & Kim Ketelbey's AMV8 Coupe
Year of Manufacture: 1972
Chassis Number: V8/10522/RCA
Engine Number: V/540/399

This Aston was purchased from TSCC Member Bill Rankin. Bill never stopped complaining about the most expensive Vantage Driving Lights ever fitted in a car. The car was originally white but was later painted to a Silver Fox colour, and Vantage Air Damp fitted. Also the Holley Carburettor was replaced and the car was returned to Bosch Mechanical Fuel Injection as per original. Registration number GK609. The car was purchased by Les Johnson (Tickford Distributors) and later sold to Ian Sniztiler of YiYo Excavations.





ASTON MARTIN

AM V8 COUPE



Max & Carol Pegler's AMV8 Coupe

TSCC Member Number-102

Year of Manufacture: 1972

Chassis Number: V8/10543/RCA

Engine Number: V/540/102

Max Wrote:

The AMV8's of the 70's & 80's were always a favourite. So in 1984, on secondment in London for a couple of years. I was looking for a project car. Import duties into Australia were & still are outrageous, so it had to be cheap. A tidy, straight, but tired example eventually surfaced, which I brought for £3,900 pounds. It was an "L" reg, which meant it's a 1972. A factory search showed it was a standard spec when new, no particular options fitted. Fuel economy wasn't one of its strengths. 7.5 mpg if I recall, until Hyde Vale worked some magic on it.

Mud wasn't either. The Brands Hatch car park was no fun in 1985 after the F1 race. Maybe it was 1986.

My girlfriend at the time wasn't so keen on it. "Two seats and a bonnet" she called it. One of them had to go. More seriously, that car took us all over England, Scotland & Wales for a couple of years. Starting those Bosch injections engines was an art form but otherwise it was pretty reliable.

The patrol cars in those days on the M1 were XJ12's atop of ramps. They came after me a couple of times at around 120mph, but I was never pulled over or booked. Those XJ12's by the way, had a colour scheme that would make the contemporary Dr Who blush.

Advance the clock to 1987. Carol & I return home & the car is shipped out. In NSW we manage to register it with exactly the same plate-FRL10L. How many cars have that distinction?

Roll on to 1988. Unleaded fuel was coming in, and an engine rebuild was needed. So bigger Vantage valves went in, and some Vantage Headers went on. Other than the shift kit, it was still pretty standard, Oh add the Koni rear Shock absorber rear conversion.

Again, it was our only car for a couple of years and we travelled up and down NSW and Victoria in it. We dabbled at club motorsport-hill climbs, lap dashes etc, but it's not really the right car for that.

These days it's still registered and running, but needs a body and interior restoration. Maybe a Harvey Bailey Kit as well. Or perhaps the factory suspension upgrade, It's the next car to be restored and one of two I'll never sell.

Lastly allow to roll the clock back to 1972. A wide-eyed teenage boy went to the Sydney Motor Show, & picked up a brochure from the Aston Martin Stand, and he still has it.



Still with Current TSCC member Max Pegler



ASTON MARTIN

AM V8 COUPE



William (Bill) Rankin Aston Martin AMV8
Coupe

TSCC Member Number: 2

Year of Manufacture: 1972

Chassis Number: AMV8/10616/RCA

Engine Number:



Unable to locate history on above Bill Rankin's Aston Martin



ASTON MARTIN

AM V8 COUPE



Peter & Sharon Hammond's AMV8 Coupe

TSCC Member Number-86

Year of Manufacture: December -1972

Chassis Number: V8/10630/RCA

Engine Number: V8/540/493

Sold to Roland Clark (then of George Hotel, Earls Court, London) 23-June 1978 with Rego number OPF-73L for the sum of £3,600. 26th June 1978. Aston Martin Lagonda issued correspondence confirming that the vehicle complies with Australian Design Regulations at time of Manufacturing in December 1972.

Sold by Roland Clark to Peter Hammond (then of High Street North Sydney) on 15th March 1985 for the sum of \$25,000 with Registration Number AM 908. At the time of purchase the vehicle had been resprayed to be metallic champagne silver, speedometer converted to km/hr (from miles per hour) and a Holley carburettor as a means of improving the reliability of the fuel supply from original Bosch fuel injection. Some considered the performance to suffer marginally from such a conversion; however, properly tuned it still enabled the driver to maintain complete pride in the marque. The photograph of the car was taken in 1986 and it is in the exact condition as purchased by Peter and taken at Mt Wilson not that far from where Roland Clark resided. The car attended Peter's first AMOC National Meeting in 1987 and was converted to registration number AMV in 1989.

During 1989 the car suffered from an unannounced loose/dropped cam tensioner which resulted in failure of the valve train to one bank of the cylinders, giving rise to the catastrophic failure of the motor as valves bounced off pistons.

This brought about the commencement of a restoration and upgrade which included Tickford motor parts of Pistons, high lift cams, Vantage plus valves (all wonderfully sourced as one of the last two sets in captivity from good friend Les Johnson at Tickford Distributors). 4 X 48mm IDA Down draught Webers, conversion to early Vantage body spoilers at the front and rear with increased bonnet bulge, all in aluminium and as standard 1977 Vantage specifications to take the webers and combined with new leather, upgraded suspension , conversion to standard 3.54:1 differential ratio, CD player with 2 X 200W output and new paint job. The motor upgrade was rated at 446 BHP and other club cars in the UK that had undergone this conversion were regarded as "sensational".

To this day the restoration remains as " work in progress".

The last reading on the odometer was 95,214. It was registered with AMOC as being colour "green" in anticipation of it's, yet to be completed, respray to a mid metallic green colour in addition to caramel tan Connolly leather interior (purchased and part installed).

Peter retains the number plates "AMV" for his regular daily car, in anticipation of the plates being needed again, one day, for the Vantage plus spec AMV8 when it returns to road use duty. Meantime it is "very economical" despite the reputation that V8's have for using petrol.



Photo taken in 1986 at Mount Wilson, and the Aston is still owned by Peter Hammond



ASTON MARTIN

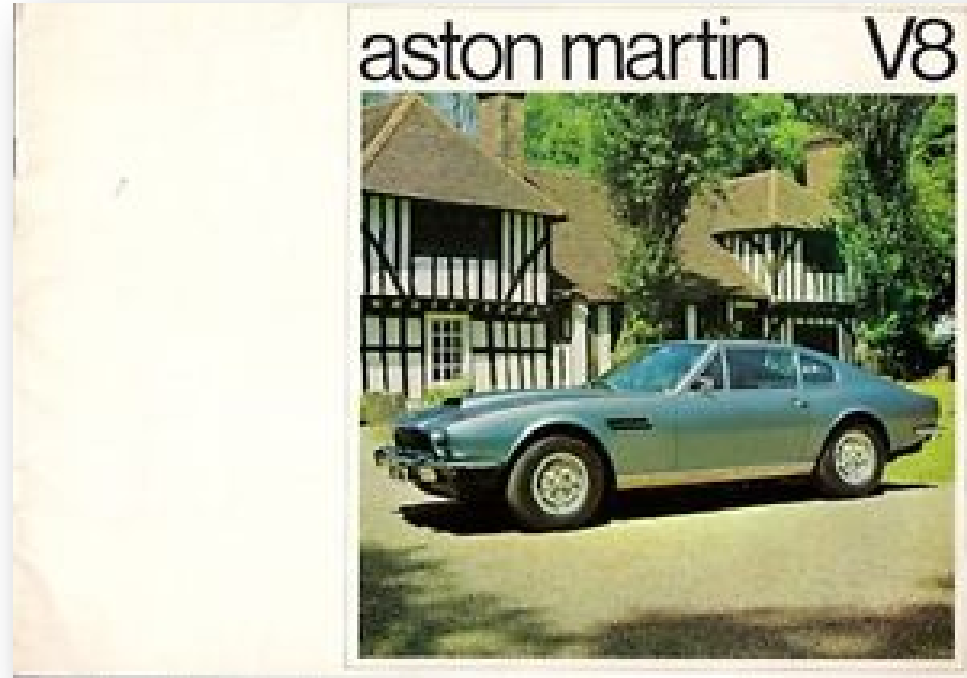
AM V8 COUPE



Gordon & Sandra Monk AMV8 Coupe
 TSCC Member Number-11
 Year of Manufacture: 1973
 Chassis Number: AMV8/10665/RCA
 Engine Number: V/540/526
 Unable to find out any more information

Terry & Elizabeth Richardson's AMV8 Coupe
 TSCC Member Number-158
 Year of Manufacture: 1973
 Chassis Number V8/10714/RCA Engine Number:
 V/540/572
 Terry's Aston originally Cornish Gold with Ivory leather interior, automatic transmission, the car was owned by Terry Richardson on the 1 November 1980 of Lot 1 Mc Carthur Road, Camden NSW, and the car had covered some 29,882 miles and was registered AM680.

By 1991 the car belonged to a Dr. A. Stone of Mosman NSW. By 2003 the car belonged to Arthur and Megan Dugdale of Queensland, and in this car Megan & Arthur attended the 2013 AMOC National Meeting in the car which is painted Green.



Cover of a UK AM Sales brochure



ASTON MARTIN

AM V8 COUPE



Rick Johnson's AMV8 Coupe

TSCC Member Number-324

Year of Manufacture: 1973

Chassis Number: V8/10754/RCA

Engine Number: V8/540/610

1 of 288 cars produced in this series with Bosch Mechanical Fuel Injection before factory webers being reinstated to all cars.

Rick has started working on the car after 8 years of non use as it is the 100 year of Aston Martin.

Ricky Wrote:

This Aston Martin was sold new in Australia by then appointed agent John Thompson Sports Cars, on Parramatta road Burwood. The 3rd owner then upgraded the tired 5.3 litre engine to 580X Vantage specification, along with replacing the automatic transmission with the factory ZF 5speed gear box including differential to handle the new power. The front air damp spoiler and driving spot lights were also added.

When I first saw this car as a 10 year old boy I instantly fell in love with it. The car was owned by my father Les Johnson and I would wash this car regularly because I was not old enough to get behind the wheel. When actually learning to drive a few short years thereafter, I would find any excuse to start the engine and move the car, even if it was only a mere metre or two.

At many of the club events that Les entered, I would drive the car from sheds to the grid line when he was racing and this always brought great happiness to me and it was something I never tired of doing.

There was one time when Les and I were heading to an Aston speed event at Winton Race Track in Victoria, we had only been driving for a few short miles from our hotel in Beechworth and with many miles required to get to Winton Race Track when he said, ' Rick how about you drive to the track today'. Not taking Les seriously and him being a bit of a tease and joker most other waking hours, I said "I am not old enough to drive your car....."

The next thing I knew I was in the drivers seat of this most amazing car in a just as amazing convoy of cars with many beautiful Aston Martin's.... and Les, being a bit of a lead foot, encouraged me to use my right foot.... (where safe enough) and for once in my life I did not give any back chat to him... A day I will never forget.

This being a family car (for the boys) I hope to see my son Ryan as enthusiastic about the car as Les and I are.

May there be many more years of motoring and good memories in such a great machine.



Rick (aged 15) washing the Aston not knowing that would one day belong to him



ASTON MARTIN

AM V8 COUPE



ENGINE Aston Martin Quad Cam 5-3 litre –Bosch Fuel Injection- 405 BHP
 TRANSMISSION ZF 5 Speed – Salisbury Differential 3.54
 BRAKES Large Girling Ventilated Discs all round – vacuum assisted
 SUSPENSION Wishbone Front - De Dion Rear with coil springs
 CURB WEIGHT 3800 LBS or 1820 KG
 PERFORMANCE 0 to 60 MPH 5.2 seconds Top Speed 170 MPH
 NUMBER MADE 286
 PRICE NEW £7.405-00 Pounds Sterling

1979 AMOC- 4th National Meeting Canberra
 1980 AMOC- 5th National Meeting Shepparton Victoria
 1981 AMOC –National Meeting Canberra
 1982 TSCC - Flying 1/5th at Bathurst NSW 3rd in class
 1982 AMOC -National Meeting Shepparton Victoria
 AMOC - National Meeting Shepparton Victoria (Fastest Time on the day – WINTON
 AMOC - National Meeting Shepparton Victoria Avon Trophy
 AMOC- National Meeting Shepparton Victoria Winton Handicap 2nd.
 AMOC- National Meeting South Australia
 1983 AMOC- National Meeting South Australia 1st in class Concours de Elegance
 1983 AMOC- NSW Night Observation Run 1st place
 AMOC - 8th National Meeting South Australia 2nd in Concourse de Elegance
 AMOC- NSW Golden Jubilee Blue Mountains (Hydro Majestic)
 1985 AMOC- 9th- National Meeting Tasmania
 1985 AMOC -National Meeting Tasmania 2nd in class 1 speed event
 1985 AMOC- National Meeting Tasmania 2nd in class 1 Motorkhana
 1985 AMOC- National Meeting Tasmania 2nd place Teams Event
 1986 AMOC -10th National Meeting Perth Western Australia.
 1987 AMOC- 11th National Meeting Melbourne.
 1987 Selected for display at the Sydney Classic Car Show
 1988 AMOC- NSW Concourse de Elegance DBS V8 Class
 1989 AMOC- NSW winner Club Trophy



Still owned by TSCC Member Rick Johnson

1990 AMOC - National Meeting Beechworth Victoria
 1990 AMOC- National Meeting Beechworth Victoria Selected for Speed events Winton
 1991 4th-Annual DAWES CLASSIC
 1992 5th – Annual DAWES CLASSIC
 1993 VGL Historic Festival
 1994 VGL Historic Festival Eastern Creek
 2013 AMOC 100 year of Aston Martin Eastern Creek .



ASTON MARTIN

AM V8 COUPE



Gordon & Karen Lennox's AMV8 Coupe

TSCC MemberNumber-176

Chassis Number: V8/11032/RCA

Engine Number: V/540/1032

Year of Manufacture: 1973

Gordon Wrote:

Spoke to Bill Rankin last weekend and he reminded me you were looking for details on the Aston Martin V9 I owned for 5 years from 1997 to 2002, good years on reflection.

I purchased the Aston Martin from Robert Lavis from Goolwa in South Australia. He owned the Aston for 20 years and used to do regular antique buying runs to Brisbane and Melbourne.

He purchased the Aston V8/ 11032/RCA from Michael Linnett in the UK on 3/6/1977.

It was registered SHN 896 in South Australia and GL 025 in NSW which were sold to present owner Mark Jumikis of Sydney. It had 107K Miles on it and I think it had 120K when I passed it on.



Supplied by Current Owner Mark Jumikis Sydney NSW



ASTON MARTIN

AM V8 COUPE



Dr. Grahame Vaughan's AMV8 Aston Martin Coupe

TSCC Member Number-144

Year of Manufacture: 1974

Chassis Number: V8/11066/RCA

Engine Number: V/540/1066

Possibly purchased new to a Roger May in Adelaide 1974 and painted Cornish Gold with Ivory Interior and automatic transmission. The next owner, Mr Kirsk, owned the car in Adelaide and Tasmania (where it wore an unknown Tasmanian registration) and back in Adelaide again where it was sold circa 1976 to a Mr. Mc Donald and was possibly later repossessed by Custom Credit. The next owner in May August 1978 was Terry Holt who sold it to Edwin Silver of "Wylarah" at 2 Nunga Court, Mt Eliza in May-1980 following an ad. in the Sydney Morning Herald (possibly The Age as well) on 10 – May-1980 at \$29,500-00. It had 30,500 miles in May 1980 and 34,000 miles by August 1980. He registered the car as ES-222. It previously wore South Australian registration SZC-555. It then appeared to have passed to a Paul Rowe of Richmond Victoria in 1981. 1991 Doctor Grahame Vaughan ask me to travel to Melbourne to inspect the car on his behalf as the Aston was located at Paul Sabine's Brooklands Classic Cars in Melbourne. On (Les Johnson's) recommendation Dr. Vaughan purchased the car and it was transported back to Sydney. Dr. Vaughan was working at Camden Hospital at the time. TSCC Member Terry Richardson maintained the car for Dr. Vaughan and eventually Dr. Vaughan had the car stripped down and the repainting of the car had commenced, along with an engine rebuild as the car as it had fallen into a perilous state. The job grew as in all restoration work, and he decided to sell the car to TSCC member number 158 Terry Richardson, who has been steadily working on the car for a long time and still retains it today.





ASTON MARTIN

ASTON MARTIN RHAM/1



The Aston Martin RHAM/1 was a highly modified Aston Martin DBs V8 racing car, developed by Robin Hamilton, built with the intention of racing at the 24 hours Le Mans. After developments by Hamilton, RHAM/1 competed in the 1977 and 1979 24 Hours Le Mans, finishing 17th overall and 3rd in the GTP class in the 1977 race. The car also held the Land Speed Record, for towing a caravan, at the speed of 124.91 MPH.



DBSV8/10038/RC- RHAM/1 at speed Goodwood Festival of Speed 2009



ASTON MARTIN

ASTON MARTIN VOLANTE



1975

Canadian George Minden and American businessman Peter Sprague rescue the Aston Martin Company from administration.

1976

The controversial William Town's-designed Lagonda is launched. It attracts a huge amount of publicity and sales are strong.

Roland & Stephanie Clark's Aston Martin Volante

TSCC (Life) Member Number: 6

Year of Manufacture 1980

Chassis Number: V8/15145 /COR

Engine Number: V/540/5145/S

Vern Kelly's article on this Aston Martin is worth another read, please look up Vern's article in the April 2009 addition of TOP GEAR and learn so much more on this remarkable car.

2013 – AMOC Concours D'Elegance 2nd place AMV8 Class





ASTON MARTIN

NIMROD



1981

The company changes hands again, this time brought by Tim Hearley's CH Industrial and Victor Gauntlett's Pace Petroleum. Victor Gauntlett becomes chairman and quickly begins to turn Aston Martin around.

Nimrod racing Automobiles formed a partnership between Robin Hamilton, (who already had experience with RHAM/1) and Victor Gauntlett, the then new chairman of Aston Martin Lagonda and also Pace Petroleum. Hamilton needed a partner to share the financial burden and Aston Martin wanted their name on a racing car again.

Nimrod Racing Automobiles produced three cars capable of running in World Endurance Group C and IMSA GT's GTP specification



Aston Martin Nimrod



ASTON MARTIN

ASTON MARTIN LAGONDA



Terry & Robyn Daly's Aston Martin Lagonda

TSCC Member Number-205

Year of Manufacture: 1981

Chassis Number: LOOR/13066

Engine Number: V/580/3066

Terry & Robyn Daly's Lagonda is one of only 639 ever built, being chassis number 13,066. The car was the very first Lagonda into Australia having been imported by Izzy Herzog, directly from Aston Martin Lagonda UK. Bob Jane became the official agent shortly after 13,066 arrived.

Motor Sport road tested a Lagonda in January 1982 and described it as "simply superb", saying the Lagonda is a unique blend of the best in luxury car comfort with sports car road manners and performance. The Lagonda had a 5.3 litre quad cam V8 mated to an Automatic gearbox. They went on to say "It's immense length and wedge-shaped styling drew the crowds, as much as did the novel electronically controlled instruments and panels of touch switches--- Practical futurism with sophisticated style and splendid luxury."

Unfortunately, it was the novel electronic dash board that ultimately proved fatal for the car. Of the 639 Lagonda's produced, (approx. 50/50 LHD/RHD) many found their way to the Middle East and the troublesome dashboard found many Lagonda simply 'left as is' because the owner quit the car after yet another electronic failure.

Terry Daly's Lagonda has had seventeen owners since new, many being from the law fraternity. Terry purchased this car from Arnie Schimmelfeder, a fellow AMOC member, in Canberra in May 2007. It has a faultless run since that date covering just on 3,500 miles since his ownership.

Terry's car is Bordeaux Red with Magnolia trim interior. The seats have red pin striping; the carpets and boot lining are in red. The car has its original operating manual and comes with a complete Aston Martin badged tool kit. It has travelled 27,500 miles from new and hasn't been restored, but has had a respray by Gavin King in approx 1993, when owned by world body builder Ken Grahame.

It's a great car to drive and is exactly what Motor Sport said, "luxury comfort with Sportscar road manners."



2013- AMOC NSW 1st DBSV8 Lagonda Class -100 years of Aston Martin Eastern Creek



ASTON MARTIN

VANTAGE ZAGATO



1984

Automotive Industrial becomes the sole owners of Aston Martin but, Victor Gauntlett stayed on in his role. He soon becomes a share holder again when shipping magnet Peter Livanos takes 74per cent share and Victor Gauntlett the remaining 25 per cent.

1986

The Vantage Zagato is launched and becomes one of the fastest super-cars in the world with a top speed of 186 mph. and just 52 coupes and 37 Volantes are produced.

1987

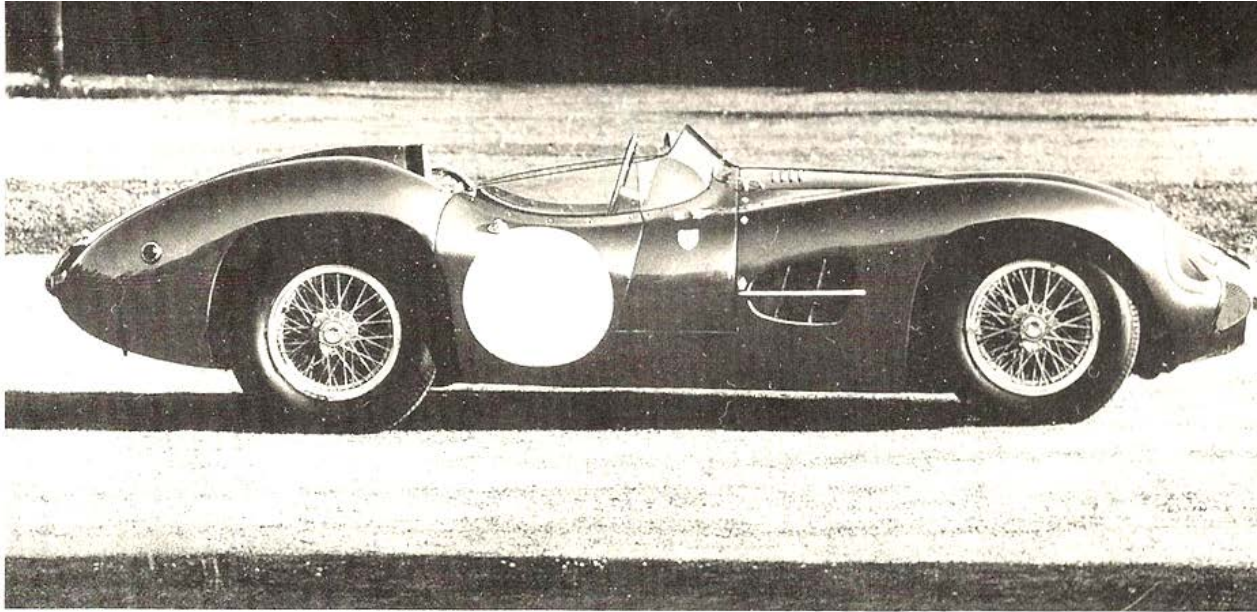
The Ford Motor Company takes a 75 pr cent share in Aston Martin and later becomes sole owner. A period of rapid investment begins.





ASTON MARTIN

DBR2



A world record price for an Aston Martin was paid in 1989, this DBR2 fetching \$4.4 million at Christie's auction in Monte Carlo.



ASTON MARTIN

DB7



1993

The Ian Callum-designed DB7 is unveiled at the Geneva Auto Salon. It goes on sale the following year and is produced at a new factory in Bloxham, Oxfordshire. The DB7 goes on to become the most significant Aston Martin to date, and represents a turning point for the company.

1993

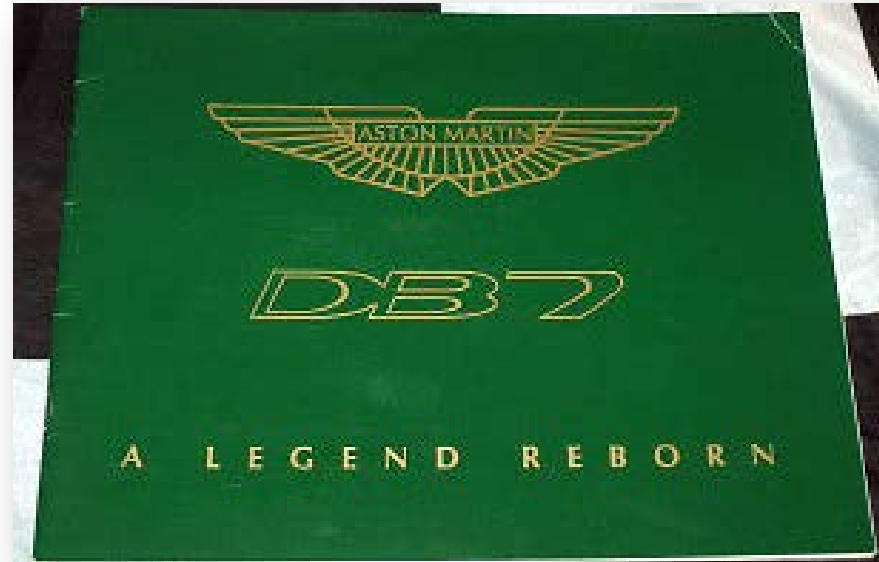
The 550php Vantage is launched to great acclaim.

1999

DB7 Vantage Coupe and Volante versions are produced using the first V12 production engines for Aston Martin.

2000

A new era begins under Dr. Ulrich Bez, who becomes Chairman and CEO. His modern Aston Martin will mark the beginning of the most successful period in Aston Martin's history.





ASTON MARTIN

DB7



Liz Kornharber's Aston Martin DB7 V12 Vantage Coupe

TSCC Member Number-156

Year of Manufacture: 2000

Chassis Number: SCFAB1234YK300458

Engine Number: AM205542CR

Purchased in September 2009, registration number NBK-09H. Colour - Portland Green with interior leather of Olive/Saddle Tan and the engine has a capacity of 5935 cc.

2009 1st in Class AMOC NSW-Concours D'Elegance.

2009 Outright winner AMOC NSW- Concours D'Elegance

2010 1st 1981-1000 Class Eastern Creek Classic

2010 1st in Class AMOC NSW-Concours D'Elegance

2011 1st in Class AMOC NSW – Concours D'Elegance - DB7 & Vanquish

2013- AMOC NSW Concours D'Elegance 2nd in class DB7 & Vanquish



Liz Kornhaber - Phillip Island 2011



ASTON MARTIN

DB7



Brian & Barbara Marshall's DB7 Vantage Volante
TSCC Member Number-198
Year of Manufacture; 2001
Chassis Number: SCFAB323X1K402199
Engine Number; AM202243

Brian Wrote.

Aston Martin DB7 Vantage Volante Convertible, Bowland Black, Tan Leather 'champagne' Alloy Wheels. 5 Speed automatic, Body 2 doors, 2 seat Volante drive type rear wheel drive, engine, 12 cylinder petrol aspirated 6.0 litre (5935 cc) reg Plate ATB-77G Currant owner.. TSSC member Brian Marshall--- previous and first owner John Laws (yes the Radio Disc Jockey) I purchased the Aston Martin in 2005 when odometer read around 3000 Klm it has been enjoyed by myself and Barbara for the last seven years. It is vital that the engine ia thoroughly warmed up because if it is turned off while still cold nasty expensive things happen. Both fellow TSSC member Roland Clark and I both have found this out to the detriment of our respective bank balances. As you would expect a car which has only travelled 30,000 Klm's requires little other than regular servicing. The first set of Pirellis lasted some 20,000 Klms.



Brian & Barbara Marshall taken on TSSC COMET INN Run



ASTON MARTIN

DB7 VANTAGE VOLANTE



2001

A new Supercar utilising a bonded aluminium chassis and body with carbon fibre composites is launched. The V12 Vanquish sets a new blueprint for Aston Martin.

Terry & Robyn Daly's Aston Martin DB7 Vantage Volante
TSCC Member Number-205
Year of Manufacture: December-2002
Chassis Number: SCFAE32382K403319
Engine Number: AM203394

Terry Daly's DB7 Vantage Volante is one of 2,056 built between March 1999 and November 2003. Building date for this Mendip Blue (i.e. Midnight Blue) is December 2002. Interior is white with blue pin striping. As at February 2013, the Aston has covered 20,400 kilometres with Terry Daly being the fourth owner. The previous owner was TSCC Member Roland Clark who only was to keep this car for six months as he upgraded to a Vanquish. The car is only one of 12 officially imported into Australia by Aston Martin, although, there has been a few private imports over the last few years. Of interest, Brian Marshall, another TSCC Member, has a Black Volante, and the Original owner of this particular Aston was radio personality John Laws.

The DB7 V12 Volante's were a very expensive car when released, retailing for just on \$375,000 some \$50,000 more than a similar Coupe. The Motor is a 6.0 Litre, 48 valves all alloy 420bhp mated to a 5 speed auto gearbox. This is enough to propel the car from 0/100 in 5.2 seconds.

Interestingly, the owner prior to TSCC member Roland Clark was somewhat paranoid about servicing his cars. He always arranged to have the Aston picked up by truck, serviced, and returned again by truck. Log Books showed just 17 kilometres between services!!!

As the Aston is so rare in Australia it never fails to attract attention...it's the Aston Martin brand combined with the colour scheme and the convertible top that has people simply staring!!



2013- AMOC - NSW 100 years of Aston Martin Eastern Creek 1st DB7/Vanquish Class



ASTON MARTIN

VANQUISH



Roland & Stephanie Clark's 2002 Vanquish
TSCC (Life) Member Number: 6
Year of Manufacture: 2002
Chassis Number: SCFAC13322B500404
Engine Number: V54005145S – Auto



*Roland and Stephanie on the back cover of
Top Gear on our run to Forbes and
Parkes in 2012*





ASTON MARTIN

DBR9



2003

Aston Martin's new global headquarters is opened in Gaydon, Warwickshire. It's the first purpose built facility in the company's history. The DB9 production gets underway at Gaydon and it was the first car to use VH architecture.

2004

Aston Martin's engine plant at Cologne, Germany commences production of all V12 and V8 engines.

2005

DB9 makes return to racetrack



The DBR9 makes a return to the racetrack. It will go on to secure class victories at Le Mans in 2007



ASTON MARTIN

DB9 CONVERTIBLE



2007

A new chapter in the company's history is written as Aston Martin returns to independence. The Ford Motor Company sells Aston Martin to consortiums of two international investment houses, Investment Dar and Adeem Investment, led by Chairman David Richards.

Terry & Robyn Daly's 2007 DB9 Convertible

TSCC Member Number: 205

Chassis Number: SCFAC02A27GB08370

Engine Number: AM0419349

Terry Writes:

I acquired this immaculate DB9 Aston Martin Registration Number XJC 111 in August-2013 from Ian McCleod, the Managing Director of Coles Supermarkets. He had owned the car from new and due to work commitments and other cars it simply wasn't being used. The car cost over \$400K when new but considering Ian was paid more than \$10 million last year it wasn't a massive purchase for him.

The Aston is Tungsten Silver with Black interior and still looks as good as when it left the factory. On the recent TSCC trip to Springwood it just clicked over 12,000 kilometres. The only options on the car are the 19inch wheels and wind deflector.

As expected the car drives like new with no rattles or squeaks (common on convertibles) and is advancement on the DB7 Volante which feels a little sluggish in comparison. The car has Aston Martin's famous V12 motor that produces 375K of horsepower, more than ample for everyday driving.

As with every convertible we have a problem....it messes Robyn's hair up!! So the solution is we drive with the top up until we get to the function/location and then drive home with the top down.





ASTON MARTIN

DB9 CONVERTIBLE



Aston Martin V12 375K Motor



Robyn's Hair style modification area

John Moody in this car at Eastern Creek:

<http://jbraithwaite.smugmug.com/Movies/Aston-Martin-Centenary/i-cdtj5z/A>



ASTON MARTIN

DB9



2008

DB9 secures class win at Le Mans



ASTON MARTIN

V12 ZAGATO



2009

The rapid development of the brand continues. The four-door Rapide is unveiled at the Frankfurt Motorshow and the V12 Vantage and DBS Volante are launched. Aston Martin also unveils the ultimate expression of the marque, the One-77. On its debut the One-77 wins the Design Award in the Concepts and Prototypes Class at the Concorso d'Eleganza, Ville d'Este, Italy

2010

An historic partnership is rekindled with the launch of the V12 Zagato at Concorso d'Eleganza Ville d'Este, Italy. It also went on to win the design Award in the Concepts and Prototypes Class at the Concorso d'Eleganza.





ASTON MARTIN

VANQUISH



2012

The iconic Vanguish name returns for a new flagship. This ultimate grand tourer combines world-leading design, industry-leading technology and advanced engineering to create a car that is the best Aston Martin in history.





ASTON MARTIN

VANQUISH



2013

Celebrates 100 years of manufacturing of Aston Martin sports cars, by lifting and setting down the new Aston Martin Vanquish on top of Dubai's Burj Al Arab famous Hotel.





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CC100



One off built (CC100) especially to celebrate 100 years of Aston Martin



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For further information look up cc100.astonmartin.com



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100-4-100



TSCC Members and Aston Martin's attending AMOC NSW Centenary display / parade.

- | | |
|-----------------------------------|---|
| 1961 Aston Martin DB4 Coupe | Stephanie Clark-driven by Paul Wellington |
| 1961 Aston Martin DB4 Coupe | Les Johnson- driven by Paul Skavaas |
| 1962 Aston Martin DB4 Convertible | Les Johnson- driven by Rick Johnson |
| 1972 Aston Martin AMV8 Coupe | Rick Johnson- driven by David Downing |
| 1980 Aston Martin AMV8 Volante | Stephanie Clark- driven by Julia Wellington |
| 1981 Aston Martin Lagonda | Terry Daly – driven by Robyn Daly |
| 2000 Aston Martin DB7 Coupe | Lizzie Kornharber |
| 2002 Aston Martin Vanquish | Stephanie Clark- driven by Graham Clark |
| 2002 Aston Martin DB7 Volante | Terry Daly |
| 2007 Aston Martin DB9 Volante | Terry Daly- driven by John Moody |

18th-August-2013 AMOC NSW 100-4-100 Aston Martins at Eastern Creek Raceway



ASTON MARTIN

V12 VANTAGE 'S'



The Most Extreme Aston Martin Ever Created



October 2013 First drive of V12 Vantage 'S' leaves world motoring Media breathless



ASTON MARTIN

OWNERS LISTING



Summary of TSCC Members and their Aston Martins

TSCC Members and number taken from TSCC membership records supplied by Ian Norman

TSCC Member No-1.	Frances (Frank) Crech
1960-DB4- Chassis No; DB4/473/R	Engine No; 370/450
1967-DB6- Chassis No; DB6/4063/R	Engine No; Engine Ford V8 fitted
TSCC Member No-2.	William (Bill) Rankin
1964-DB5-Chassis No; DB5 /???????	Engine No; Unfortunately Bill Rankin has no details.
1967-DB6-Chassis No; DB6/4063/R	Engine No; Ford 351 fitted with C6 Ford Auto
1972-AMV8-Chassis No; AMV8/10522/RCA	Engine No; V/540/399
1973-AMV8-Chassis No; AMV8/10616/RCA	Engine No; V/540/477
TSCC. Life Member No-3.	Chris Johnson
1962- DB4C Chassis No; DB4C/1065/R	Engine No: 370/956 --Very rare Convertible
TSCC Member No-4. First President	William (Bill) Marshall
1970-DBSV8 Chassis No-DBSV8/10107/R	Engine No- V/540/096
TSCC Member No-6. Life Member	Roland Clark
1961-DB4 Coupe Chassis No; DB4/695/R	Engine No: 370/706
1968-DBS Coupe Chassis No; DBS/5030/R	Engine No; Lexus V8 Engine Fitted
1972-AMV8 Coupe Chassis No; V8/10630/RCA	Engine No: 540/493
1980-AMV8 Chassis No; V8/15145/COR	Engine No; V/540/5145/S Convertible
2002-DB7 Chassis No; SCFAE32382K403319	Engine No; AM/203394 Convertible
2002-Vanquish Chassis No; SCFAC13322B500-404	Engine No; V/540/5145/S



ASTON MARTIN

OWNERS LISTING



TSCC Member No-7. 1961-DB4 Vantage Chassis No; DB4/1121/R	John Hall Engine No: 370/0200/GT
TSCC Member No-11. 1957- DB2/4/MKII Coupe Chassis No: AM300/1223 1967-DB6 Coupe Chassis No: DB6/4025/R 1973-AMMV8 Coupe Chassis No: V8/10665/RCA	Gordon Monk Engine No: VB6J/835 Engine No: 400/4106 Engine No: V/540/526
TSCC Member No-13 1961-DB4-Coupe Chassis No; DB4/658/R	Clive Sanderson Engine No; 370/652/SS
TSCC (Life) Member No-17 1964-DB5-Coupe Chassis No; DB5/1552/R	Lester Gough Engine No: 400/1559
TSCC Member Number-18. 1967-DB6-Coupe Chassis No; DB6/2984/R	John Williams Engine No; 400/2963/V
TSCC Member Number -19 1966-DB6-Coupe Chassis No; DB62763/R	Lionel Walker Engine No; 400/2750/V
TSCC Member Number-26. 1955-DB2/4-Coupe unable to track down	Roland Boldy
TSCC Member Number-31. 1962-DB4-Coupe Chassis No; DB4/1114/R 1971-Coupe Chassis No: DBS/10295/R	Chris Dale Engine No; 370/812/SS Engine No; V8/540/493 See- Member Norm Johnson



ASTON MARTIN

OWNERS LISTING



TSCC Life Member Number-37
 1957-DB2/4 MKIII-Coupe
 1961-DB4-Coupe Chassis No; DB4/815/R
 1962-DB4C- Chassis No; DB4C/1056/R
 1964-DB5-Coupe Chassis No: DB5/1675/R
 1967-DB6- Chassis No: DB6/3358/R
 1970-DBSV8-Coupe Chassis No; DBSV8/10248/R
 1973-AMV8-Coupe Chassis No; AMV8/10754/RCA

Les Johnson also see rejoin number 140.
 Chassis No: AM300/3/1588 Engine No:
 Engine No: 400/900 4 Litre engine fitted
 Engine No: Convertible
 Engine No: 400/1658 Redex Car
 Engine No: 400/4576/SFI Now DBR2 Body Car
 Engine No: cut up- accident wreck R.Emery
 Engine No: V8/540/610

TSCC Member No-50.
 1966-DB6 Coupe Chassis No: DB6/2984/R

Ilmar Tooming
 Engine No: 400/2963/V ex John Williams Aston

TSCC Member No-66.
 1966-DB6 Coupe Adrian has no records of this Aston Martin

Adrian Walker

TSCC Member No-86.
 1972-AMV8 Coupe Chassis No; V8/10630/RCA

Peter Hammond also see rejoin number 131
 Engine No; V8/540/493

TSCC Member No-88.
 1972-AMV8 Coupe Chassis No; V8/10516/RCA

Ken Parsons also see rejoin number 189
 Engine No; V/540/390

TSCC Member No-95.
 1970-DBS Coupe chassis No; DBS/5066/RAC

Phillip Cantrell
 Engine No; 400/3758/SVC

TSCC Member No-102.
 1972-AMV8 Coupe Chassis No; V8/10543/RCA

Maxwell Pegler also see rejoin number 285
 Engine No; V/540/102

TSCC Member No-132.
 1970-DB6MK2 Coupe Chassis No: DB6/Mk2/4245/R

Colin Wilson-Brown
 Engine No: 400/4588/VC
 Replacement Engine No: 400/4433/SVC



ASTON MARTIN

OWNERS LISTING



TSCC Member No-143. 1963- DB4 Coupe Chassis No: DB4/1028/R 1963 -DB4 Coupe Chassis No: DB4/1201/R	Mark & Arthur Robinson Engine No: 370/1090 Engine No: 370/1068 Replacement engine
TSCC Member No-144. 1974-AMV8 Coupe Chassis No; V8/11066/RCA	Dr. Grahame Vaughan Engine No: V/540/1066
TSCC Member Number-154. 1972-AMV8 Coupe Chassis No; V8/10522/RCA 2005- DB9 Coupe Chassis No:	Gordon Ketelbey Engine No: Engine No:
TSCC Member Number-156. 1967-DB6 Coupe Chassis No; DB6/3090/R 1967-DB6 Vantage Coupe Chassis No; DB6/2886/R 2002-DB7 Vantage Coupe Chassis No; SCFAB1234YK300458	Tom & Liz Kornhaber also see rejoin number 174 Engine No; 400/3061 Engine No; 400/2853/V Engine No; AM205542CR
TSCC Member No-158. 1973-AMV8 Coupe Chassis No: V8/10714/RCA 1974-AMV8 Coupe Chassis No: V8/11066/RCA	Terry Richardson. Engine No: V/540/572 Engine No: V/540/1066
TSCC Member No-170. 1971-DBSV8 Coupe Chassis No; DBSV8/10295/R	Norman Johnson Engine No: V8/540/493
TSCC Member No-176. 1973-AMV8 Coupe Chassis No; V8/11032/RCA	Gordon Lennox Engine No; V/540/1032
TSCC Member No-198. 2001 DB7 Vantage Volante Chassis No; SCFAB323X1K402199	Brian Marshall Engine No; AM202243



ASTON MARTIN

OWNERS LISTING



TSCC Member No-205.		Terry Daly
1981- Lagonda-	Chassis No: LOOR/13066	Engine No; V8/580/3066
2002- DB7 Convertible		
Chassis No; SCFAE32382K403319		Engine No; AM/203394
2007- DB9 Convertible		
Chassis No: SCFACO2A27GB08370		Engine No: AM0419349
TSCC Member No-324.		Richard (Ricky) Johnson
1973-AMV8 Coupe Chassis No; AMV8/10754/RCA		Engine No; V8/540/610



ASTON MARTIN

ROLAND CLARKE



This article dedicated to the ever happy Roland Clark (who sadly passed away the day I started this article on Aston Martins in the Thoroughbred Sports Car Club) and Roland's love of the Aston Martin Marque.

This article is open to any other related TSCC Aston Martin Members articles etc. Whilst all attempts have been made to mark owners of photographs please feel free to contact me to enable due credit to be added.





ASTON MARTIN

JOHN THOMPSON



This original brochure has been supplied by Rick Johnson. His car was purchased from John Thompson Performance cars of Parramatta Road, Burwood, NSW.



ASTON MARTIN

JOHN THOMPSON



JUST 3 YEARS AGO Aston Martin Lagonda appointed John Thompson Performance Cars as their distributor for this famous car and in this very short time we have set a record of sales never before established in this country. We feel very proud to be first again with the release of their 1972 Aston Martin DBS V8 Phase II Saloon.

Engine V8 Four overhead camshafts. Bore 100 mm (3.94 in.). Stroke 85 mm (3.35 in.). Capacity 5340 cc (326 cu. in.). Bosch fuel injection. Individual ram pipes fed from balanced twin throttle control boxes with large micronic air filters. Compression ratio 9.0:1.

Cylinder block. Cast in aluminium alloy. Centrifugally-cast chrome vanadium iron top seating wet liners.

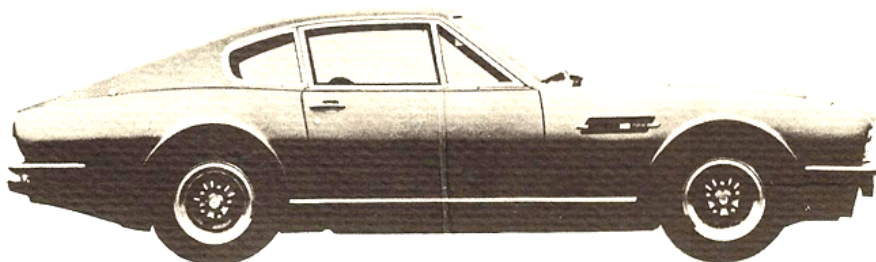
Crankshaft. Forged in chrome molybdenum steel, statically and dynamically balanced. Torsional vibration damper. Five 2.75 in. (69.85 mm) nitrided journals. Steel backed lead bronze bearings.

Cylinder heads and valve operation. Heads cast in aluminium alloy, incorporating fully machined hemispherical combustion chambers. Large diameter valves inclined at 64° included angle, exhaust valve guides in direct contact with water. Four overhead camshafts operate on hardened nickel molybdenum steel tappets with shim adjustment. Camshafts driven by two-stage Duplex roller chains with manual and automatic tensioners.

Pistons and connecting rods. Die-cast aluminium alloy. Two compression rings. One spring steel oil control ring, large diameter gudgeon pin located by circlips. Forged connecting rods in nickel chrome molybdenum steel, weight graded and balanced.

Gearbox Automatic. Chrysler Torqueflite three speed epicyclic gear and torque converter with part throttle kick-down. Ratios: Low 2.45:1, Intermediate 1.45:1, Top 1.00:1, Reverse 2.20:1, Maximum torque converter ratio 2.10:1. Floor mounted control lever.

exceeds all recognised world safety standards



Brakes Girling ventilated disc front and rear with independent front/rear hydraulic circuits. Tandem master cylinder power assisted by separate vacuum servos. Floor mounted fly-off handbrake operates separate calipers on rear discs. Hydraulic fluid level and handbrake warning light.

Steering Power assisted rack and pinion. 15 in. diameter (38.10 cm) leather rimmed fully dished steering wheel incorporating telescopic adjustment. Collapsible steering column. 2.85 turns lock to lock.

Wheels and tyres Light alloy ventilated wheels with 7 in. (17.78 cm) wide rims. Five stud fixing. GR 70VR 15 radial tyres.

Body Four-seater panelled in aluminium alloy over rigid steel superstructure integral with safety platform chassis. Body/chassis unit completely rust proofed, sound insulated and under sealed. Interior designed to meet the latest occupant protection standards. All seats upholstered in quality English hide. Bucket type front seats with vernier reclining adjustment. Inertia reel seat belts. Passenger footrest. Contoured rear seats with folding arm rest. Pile carpets throughout. Lockable glove box. Map pockets in front seat backs. Collapsible sun visors with vanity mirror. Break-away interior driving mirror. Anti-burst door locks. Laminated safety glass windscreen, curved side windows, electrically heated back window. Sundry glass throughout. Counter-balanced lockable boot lid. Wrap around bumpers.



ASTON MARTIN

LES JOHNSON 007



The article A Bash in Bond Style was written by Roselee Johnson and received \$2000 from the publisher. Sports & Classic Cars Australia September 1989 .

TSCC Members Gordon Ketelbey and Les Johnson adventures outback in the Aston Martin DB5

A BASH IN BOND STYLE

By Les Johnson

Like a scene out of a James movie, 007 got off to a smoking start in the 1989 Redex Variety Club Bourke to Broome Bash. Number 007 wasn't Sean Connery or Roger Moore, but a 1965 Aston Martin DB5 tricked out to copy the AM used by Connery in Goldfinger.

The Smoke screen was provided by an injection of diesel fuel into the manifold – it certainly served to attract attention, not always welcomed as an over-zealous NSW policeman tried to stick us with a defect notice, which I managed to talk him out of. We were not to know it then, but we were to use 40 litres of diesel in our bid to 'outsmoke' our rivals in the 6800 km trek which we did in aid of the Variety Club's fund raising efforts for handicapped and under-privileged children.

My involvement came about just two months before NSW's then premier, Nick Greiner, dropped the starting flag for our adventure to start. That's how long it took to take a basket-case Aston and turn it into something which could take the rigors of the thrash, sorry – bash, to Broome. Since its arrival in Australia in 1979, the Aston Martin was daily transport for Barry Turner until, in 1985, he parked it under a Kurrajong tree in North Richmond, where it languished.

I learned of its existence through a fellow AM Club member and I began negotiations with Barry – we agreed on \$15,000, WHEN he finally decided to sell, some 18 months later. The AM was in poor condition and at this stage I was only dreaming of the car becoming a runner once again.

After being introduced to John Flower, director of the Bash, the cogs in my brain started whirring.

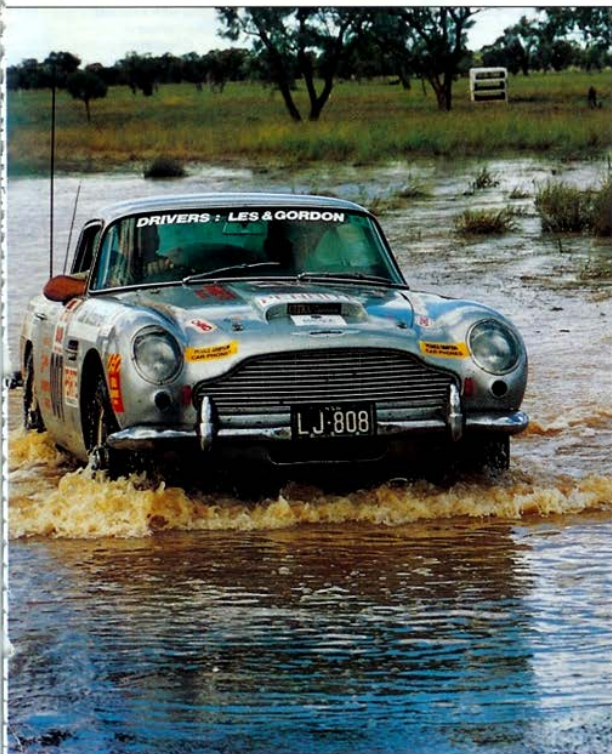
John said he could "sort out an entry for me" and, having been told that I could have the entry number 007, the thought of "machine guns", bullet proof screens and





ASTON MARTIN

LES JOHNSON 007



revolving number plates, etc, sent my adrenalin surging.

As AM parts distributor for Australia, I knew that I could lay my hands on all the bits and pieces, but the short time available before the event meant we might have a problem getting it ready.

My mechanic, Terry Richardson, was given the instructions to raise the suspension 3.5in—a chore which gave him a few headaches.

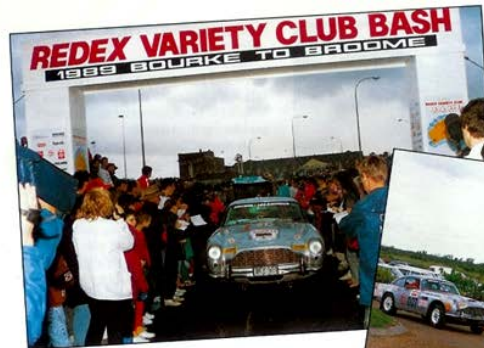
A fibreglass boot lid was made to accommodate the revolving number plate and bullet-proof screen, as it would be unheard of to cut up a good aluminium lid! The original gearbox and suspension were re-built. The revolving number plate was activated by a self-parking windscreen wiper motor, the bullet-proof screen by an electric window motor and the smoke screen was provided by my spare SU fuel pump. The twin water-pistol machine-guns were powered by a marine bilge pump.

The cast-iron exhaust was replaced by a steel one, purely in the interests of lasting the trip, which finally went some 600km more than the 'official' distance.

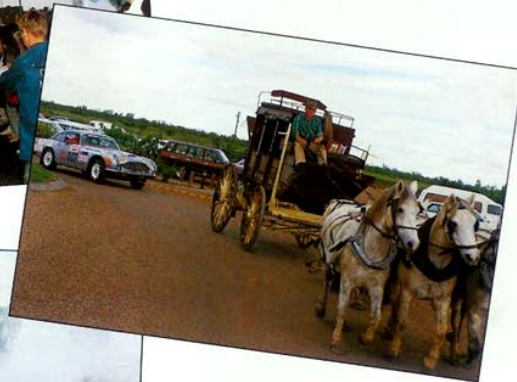
Two weeks to go and the car needed a fresh coat of paint. Gary Clears of Clears Classic Cars did the applying, with Spartan donating the paint. While the car was being re-sprayed, the wire wheels became a topic of conversation. We agreed not to run them, so special hubs were made to take steel wheels.

The car came back only two days before the start and we just had to hope the wheels and hubs would fit. As I have always said, I would rather be lucky than rich.

Floods and creek crossings, dry creek beds and seemingly endless roads, the Aston Martin took all the outback could throw at it in its stride.



The adventure begins with a formal farewell and a smoke-screen to put others off the scent. Cheating is part of the 'Bash'—007 commandeered a stage-coach and horses to help it 'jump' the start.



inside a vacuum cleaner. We made it to Augathella covered in the stuff, for a Chiko roll lunch sponsored by Edgell-Birds Eye.

After lunch it was on towards Blackall, home of the Black Stump. On the way we passed a cyclist, saddle-bags fully-laden, rolling along in a temperature around 32 degrees. He obviously didn't like Astons as I could see his lips trembling and his fist raised in the rear vision mirror. I must have accidentally put the smoke screen on. Into Blackall where we found more salubrious accommodation—the local Polo Club Hall. The cost was a donation of \$10 a head, but a mattress was included—somewhat of a luxury.

We slept in a hall with 60 other gars and gals, where Gordon earned the nickname 'Chainsaw'—he was voted the world's worst (Should that be best? Ed) snorer by everyone in the room.

After 'sawing' his way through the night, day four saw a change of navigators—Gordon's lovely and understanding wife, Kim, took over the maps and compass so that we could get to the back of the Black Stump and beyond. It was north-west to Longreach and the Stockman's Hall of Fame—a place worth visiting. Lunch was provided by Qantas.

Bending the rules is part of the make-up of the Bash and after visiting the Hall I noticed the cars lined up for departure, and a stage coach drawn by five horses.

"Why not," I thought. I asked the coach driver to pull me out of the start line, and he had no trouble doing so, and this gained about 100 car positions. As I said, it's a case of—cheat wherever you can!

As the starting flag dropped, my foster son, Ricky, was wishing he was taking part in the adventure.

Over the picturesque Blue Mountains, passing John Farnham in the 404, through Lithgow and onto Orange. The car was running well—too well. Gordon Ketalby and I were obviously cruising a mite too quickly for the boy in blue at Orange and earned a mention in on-the-spot dispatches, a cost of \$120.

First check point was Dubbo Zoo, where we partook of lunch, and then it was on to Bourke where we made a spectacular entry, being 'escorted' in by two helicopters.

Our first job was to sort out accommodation—we had two great berths on the second floor verandah of the Royal Hotel. Still, it only cost \$5 a head—good one Gordon... Then, out with the sleeping bags.

You meet a variety of people on these bashes—the first person I ran into was Col Peak, who was travelling with the Iain Murray (Americas Cup) team. A long way from the water lads!

This was the start of a long night catching up with all the old friends from last year's event.

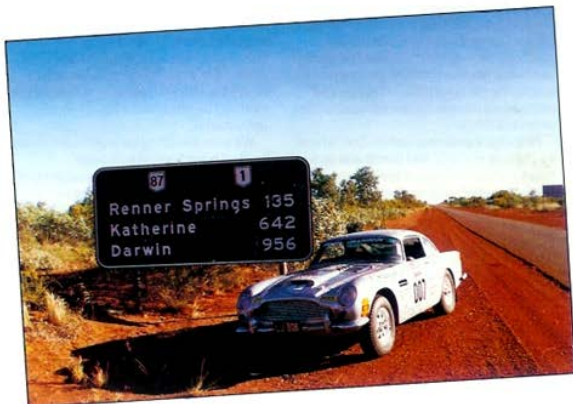
Another early start on the second day,

7.30am for the 652km sprint from Bourke to Roma. Gary Johnston and Rodney Owens, fellow AM owners, backed their Valiant up to the start line despite protests from some of the 250 entrants. Justice prevailed. The Airport fire truck sprayed the car with foam and—you guessed it, the windows were down. By the time Gary and Rodney had cleared out the car, we were well down the road and heading for the lunch stop at Dirranbandi.

We were travelling through an area which had just been flooded with huge 'unseasonal' rains and there was plenty of water on the road. After crossing two creeks with water up to two feet deep, Gordon selected another route which added an extra 200km to the journey—easy for the Aston.

From one extreme to the other—on the third day's run from Roma to Blackall, a mere 576 clicks, we had our first taste of real bull dust. Gordon complained, so we closed all windows, still the stuff came in. We opened all windows and vents to create a wind tunnel, but that didn't work. Solution, wash the dust down with another can.

The only way to describe the amount of dust coming in is to say it was like being





ASTON MARTIN

LES JOHNSON 007



From Longreach we headed for Winton, birthplace of Qantas Airlines. Gordon had outdone himself with the accommodation this time. We found it at the local bowling club, and this time we had a bar in our bedroom.

Like us, the Aston needed a bit of attention. Kim and I washed it, checked the oil and water, fuelled it and checked its condition. Up to this point it hadn't used any oil or water, yet at every garage and workshop we passed. Bash cars were being worked on.

Just a jolly 500km jaunt from Winton to Mt Isa for day five and Graham Walton-Smith took the clipboard, maps, etc. While Astons were never meant to go on these roads, this one was taking it easy. We were actually enjoying the countryside.

This day we visited two of the most contrasting parts of Australia's cultural heritage — Dagworth Station and Combo Waterhole. The station is where A. B. 'Banjo' Patterson stayed when he learned of the tale at the waterhole — a tale now enshrined in the immortal song, *Waltzing Matilda*.

After passing these historical sites Graham and I headed for Mckinlay, which will eventually become part of folklore. It is now better known as the Walkabout Creek Hotel — site for the shooting of part of the film *Crocodile Dundee*. I parked the Aston under the sign so that everyone who wanted a picture had to have one of the Aston, too!

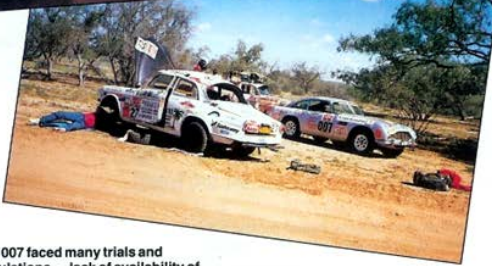
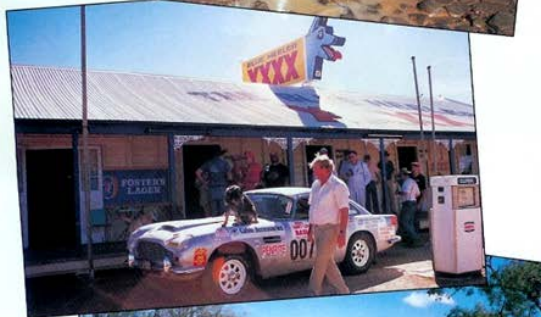
It's not a place where you would expect to find a Ronnie McDonald's fast food outlet, but there it was, especially set up for just four hours to provide lunch for the Bash competitors. The quality was typical McDonalds and following the meal we headed for Mt Isa, where Kim and Gordon had outdone themselves in the accommodation department. This time they managed to get us into a motel, and at last we had a nice soft bed and a shower which did not smell of sulphur. Places like Winton and Blackall only have bore water which, although hot, smells terrible.

Good accommodation, a good shower, what the hell — we decided to go the whole hog and dine out in Mt Isa's number one eatery and get some good (?) food at last, but first we checked the car.

We found a small hole in the radiator caused by the electric fan rubbing against it, but the oil levels in the engine, diff and gearbox were still perfect. Is this normal for an Aston?

With next day being a rest day, we took the liberty of removing the radiator and having it repaired. The engine temperature had been sitting on 70 degrees at 100mph (161kmh), but if we slowed to 70mph (112kmh), the temperature went up five degrees. We had been running without an oil-cooler but the radiator had been enlarged.

In fact, the electric fan was a waste, as we only used it once, while waiting in a long queue. Our problems were minor



Car 007 faced many trials and tribulations — lack of availability of fuel, tyre-shredding creek crossings, a protective cattle dog and the risk of breakdown, which never happened.

compared with some — the 1958 Custom Royal was forced to locate another motor, and after 20 hours of hard work it was back on the road again.

The rest day ended with a black tie dinner at the Irish Club where John Farnham stole the limelight. It was a memorable, wild night — it must have been, as next morning all and sundry were nursing sore heads.

We bade Mount Isa *bon voyage* and struck out on the first of the 720km to Tennant Creek, which fortunately is mostly bitumen. This long stretch of made road was built during the World War II, and it's narrow and full of small humps and hollows. There was a dirt section, but we decided to give it a miss as the rear shock absorbers had packed it in, and this meant that we were first car into the Creek and had first choice of the local garages.

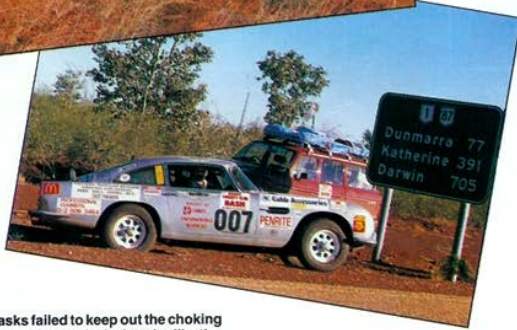
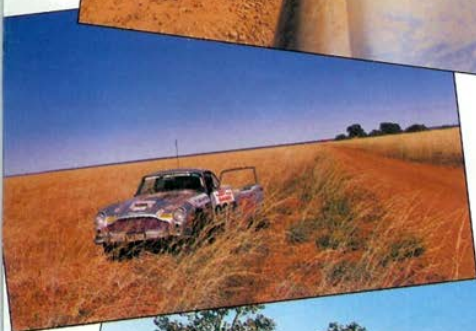
Two rear shocks were found and with typical country hospitality we were given the full run of the workshop — free. We were back on the road within 90 minutes leaving plenty of time to sort out our accommodation and managed to come up with yet another motel room. A quick shower, and then down to the local showground to have our army-style meal, now fondly christened 'Bash hash'.

Until now our back-up car had been giving more problems than the Aston, but Gordon was able to find the problem and put it right — a sticking thermostat — and our eighth day saw us heading north to begin a five-day run through some truly wonderful country.

The first part of our 450km run to Newcastle Waters was on bitumen but it was certainly eventful. A broken fuel line saw us dump half the fuel out of the tank but after a quick repair we were soon heading for the lunch stop at Renner Springs and then north again towards the historic township of Newcastle Waters, through the station owned by Kerry Packard — 100km of it. We got lost for an hour on the property, which was the crossing point of the old cattle routes, but managed to find the historic pub which was opened specially for the occasion.

From there we set out for Victoria River, via the dustiest stretch so far. Kim was my navigator on this day and it proved to be the dustiest road I have ever travelled on, with both of us choking on it, despite wearing hospital masks. Kim had chosen to wear a white shirt and shorts! It was unbelievable how much dust was in the car — the Aston Martin factory just does not make the most dust-tight car — and neither of us will forget the Murrarji Track (a famous cattle route) ever.

It was sandwiches for lunch at Top Springs Wanda Hill and then on to the Victoria River Downs which has one of Australia's largest properties, the Sherwin Empire. Arriving at the river crossing at 5pm we found that Gordon and Graham had set up camp beneath the stars, and here we



Masks failed to keep out the choking dust which made the interior like the inside of a vacuum cleaner. High-speed cruising appeared, on occasions, to hardly make a dent in the distance to be covered.

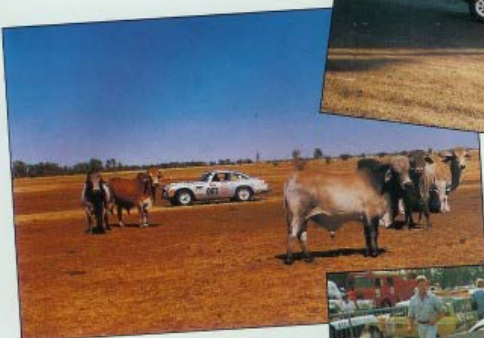


ASTON MARTIN

LES JOHNSON 007



After Sydney's hustle and bustle, the comparative peace and calm of outback Australia was a big plus. Bottom: The natives were generally friendly, so 007's 'bullet proof' plate was, fortunately, never needed.



had the best meal on the Bash. It was a beautiful spot in a gorge with high, red cliffs all around us.

Peter Brock had arrived to drive John Farnham's car but, having his priorities right, first headed out to try and catch a barramundi. His venture was successful, yielding a fish of satisfying proportions.

With two-thirds of the trip completed, we now faced the shortest section, the 364km from Victoria River Crossing to Kununurra which was to take us through the heart of the Durack country, pioneered by the family which gave the area its name. To appreciate the area you must read Mary Durack's classic novel *Kings in Grass Castles*. The dust may have been bad previously, but on this day it was unbelievable, even though we were in the area of the Ord River, which has been dammed to provide a vast area with irrigation.

We slept under the stars again, arising early for a 6am joy flight over the Ord River, Argyle Dam, the Argyle Diamond Mine and the magnificent Bungle Bungle Mountain Range. The mountains are an amazing sight — deep gorges displaying parallel strata in a multitude of colors, and all ending in domes. It would be an amazing spot to visit on the ground.

Our flight meant we had missed the 'official' Bash breakfast and half the field had departed, with the other half lined up ready to go. We made a hurried trip around Kununurra to find a quick snack before we set off on the 400km journey to Mount Barnett.

Ahead of us was the Gibb River Road a notorious breaker of cars. Signs warn

motorists that normal vehicles should not travel on this road and the organisers carried out stringent scrutineering to minimise the number of wrecks they would have to tow away. Many cars were turned away to run down the bitumen and we volunteered to follow suit. The Aston already had a 2in. crack in the chassis, along with three minor cracks in the body, the most serious problem encountered during the whole trip.

My three companions elected to take the official Bash route while I headed off to Fitzroy Crossing to catch up with fellow Aston owner, Peter Sandford, who operates the hotel/motel on the crocodile-infested river.

While I was enjoying myself, the other three were experiencing the horrors of the Gibb River Road. It certainly lived up to its reputation — they blew two tyres, broke the engine mounts, blew out the rear shock absorbers, broke the auto-transmission cooling pipe (resulting in oil covering everything), rattled the steering bolts loose, broke the gear linkages and destroyed the electrics resulting in one headlight being the only working light on the car.

Fortunately, the steering failed while the vehicle was doing only 20kph.

Day 12 and the end of the odyssey is in sight — a mere 600km to Broome. The run into Broome gave me a wonderful feeling as I drove in to join the procession into Broome Oval.

The Aston had proved to be a very reliable car. Apart from one litre of oil, heaps of petrol and the other problems mentioned, the only other damage suffered was a cracked windscreen.

Most importantly, the trip was worth the time and expense involved, as around \$2 million was raised for the needy children. To Terry Richardson for the endless hours of preparation work on the car, including the 'James Bond special effects', Bob Carruthers for engineering the twin machine guns, and Eddie Kentwell for originally cutting out all the rust — thank you. To all our sponsors and others concerned in making the run a success, thanks also.

And to the knockers at the start who called us lunatics and said we'd never make it — a raspberry of appropriate proportions.

6000 kms.

12 days



LES and NORM JOHNSON of TICKFORD DISTRIBUTORS wish to thank all the sponsors of 007, for without their help this great jaunt would not have eventuated.



Thanks to the following sponsors, whose generosity contributed towards raising \$2 million for the handicapped and under privileged children:

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ASTON MARTIN

ONE-77



Rare Aston Martin One-77 Crashed one of just 77 hand built cars.

To all those lucky ASTON MARTIN ONE-77 owners out there your car is now one of only 76 in existence. Originally built in a limited run of 77, we have news that a ONE-77 recently (27th-May-2012) met an untimely end on the streets of Hong Kong. The 750-bhp carbon-fibre-bodied Supercar was valued at approximately \$7 million, according to the Sydney Morning Herald. Be forewarned, all Aston Martin fans (see photograph above) of one seriously crunched hyper-exotic. The owner of the car is said to have taken delivery of it just weeks ago and being one of the last cars to be built although the (build) number is unknown. No registration plates were on the car so it may or may not have been registered or insured.

The main passenger cell of the car appears unharmed despite extensive front and side damage, which is a carbon fibre monocoque construction, one of the ONE-77's most unique features-along with its 7.3-litre V12 engine with 750bhp and 553.2 lb-ft of torque. It is said "if you can afford an Aston Martin ONE-77 then you probably can repair an A380 out your pocket also."



THE RIVER CAR

This next particular article has always fascinated me, on how much trouble a true enthusiasts will go to save a car, and what a story! The article was taken from AM Quarterly Spring 1985.

Read on.....



THE RIVER CAR Chassis Number; DB5/1565/R Engine Number: 400/1581



ASTON MARTIN

THE RIVER CAR



THE RIVER CAR

Those who are closely involved in the competitions side of the Club are familiar with Tim Webb's DB5 which is known as the "river car". Just why is an extraordinary story—so extraordinary that we asked Tim to share it with the rest of us. He writes . . .



"I first came across AUC 566B in mid-1971 when I visited the "works" at Newport Pagnell for the first time. I was a student of engineering at Middlesex Polytechnic and just about managing to run an Austin Healey 3000 Mk 1. One of my friends who had a little money had just bought an Aston Martin DB4 and was the envy of us all. One day he suggested we went to Newport Pagnell so that he could purchase some spares, and jumping at the chance we forsook our lectures for the afternoon and headed North.

On our way to the old Sales office we walked through the Service Department and I noticed this very strange black Aston standing rather forlornly in the middle of the shop. It had a Rolls-Royce radiator grille, Mercedes headlights blended into the front bodywork, four exhaust stubs (two false) and two 1½" black bars around the front and rear! It also had "Miniflite" wheels and stood there, bonnet up, with the head removed from the engine. Curiosity forced me to ask about the car and I was told that it had blown a head gasket in France, been left standing, and had now been returned for a repair quote. My informant was a bit "sniffy" about the car obviously not approving of the modifications. He told me that the cost of repair would exceed the value of the car and that the owner now wished to sell. I asked what he thought that one should offer, and upon being told that £250 would probably secure the deal, resolved immediately to buy it. This I succeeded in doing some three weeks later. During the course of our negotiations the owner told me that he had spent a lot of money in having the car converted because his lady, a charming American, had wanted a Rolls-Royce for her birthday and he wanted to keep the Aston!

A lengthy engine rebuild followed including a new cylinder block, liners and bottom end set up by the factory. Some two months later I was using the car to commute to college and couldn't believe my luck. It was simply the best car I had owned or driven up to that time and I decided to look for ways of obtaining one with a standard body. Some eighteen months later an

opportunity to purchase a mechanically defective but very low priced Ferrari 275 GTS caused me to sell the car, and after some difficulty (because it still had its "odd" bodywork as I had no funds to rectify) it went to a gentleman in Scotland who bought it on the strength of having seen it outside his daughter's house one day!

Before he took delivery he asked that all necessary work be done to bring the car to "A1" condition. This included a complete re-paint in Oxford Metallic Blue at Newport Pagnell, for the sum of £275. Mick Adams at the factory organised the job and looked after me in a way to make me feel an old friend of the Company which has stayed with me ever since. They made a superb job of it.

I heard two years later that in late 1975 the car had been stolen from outside the house of the owner's son-in-law and had disappeared. I watched for signs of parts coming on the market but of course nothing ever did.



"The owner told me he had spent a lot of money in having the car converted because his lady had wanted a Rolls-Royce and he wanted to keep the Aston!"

Then one day in 1979 nearly four years later I had a telephone call from the Police in Worcester asking me what I knew about a car registered AUC 566B. (The factory having given them my name). They told me that the Aston had been found at the bottom of the River Severn when the Diving Police Team were recovering an old Ford stolen and dumped the night before. I was so intrigued that, "heart ruling head" I went to see it. It looked terrible but had survived remarkably well and I knew that the engine had done less than 5,000 miles since its rebuild. Sentiment took over and I started negotiations with the Insurance Company. This time I paid £400 for it, half of which was paid by Roger Huedebourck who intended to share the car with me. He later decided that other commitments prevented him becoming too involved and so I bought his share, thus setting a trend as will be seen later.

Once it was back at home, I took a long detailed look and realised that the cost of restoring the car to its original condition would be totally uneconomic, but the body/chassis and main engine, transmission and suspension components were all astonishingly well preserved. When removing the car from its trailer we couldn't resist the temptation to put it in gear. The engine turned! I then decided that it would make the ideal basis for a competition car and proceeded to dig out the mud and dismantle everything with that goal in mind.

I had already "cut my racing teeth" with another DB5, EMV 100B, and had reached the point where further development of that car would have irreversibly destroyed its originality, which I was reluctant to do, in view of its very sound condition. In my book it was too good to "chop about".

I still had some technical ideas which I wanted to try and my new project was to be the basis for these experiments.

The first job of dismantling took much longer than expected because all exposed nut and bolt heads and other fixings had corroded badly. I found most 9/16 A/F bolts had become 12 mm! It was a filthy job that I would not like to repeat but the justification for my effort was revealed when we took apart the engine and found that almost no water had entered the sump, presumably



"Tell me, Sir, is this your vehicle?" "No officer, certainly not . . . well, not at present, but it once was." Tim Webb can't believe what has happened to his old DB5. Pity the police dropped the Aston on its roof!

because the car had gone in upside down and the hot engine oil had sealed all openings. This meant that the bottom end was as you would expect to find in a normal strip down. Likewise with the head and camshafts, and most remarkable was the gearbox which had no water and no sign of rust at all inside. In fact the gearbox is being used "as found" except for a thorough washout and new oil! Once it had been reduced to a bare rolling chassis and body, Dave Ellis (of yellow V8 fame) very generously offered to sand blast the whole thing back to bare metal. This kind offer saved me many, many hours of dirty labour. He told me that he would send down his low loader to collect the car. At the time I was ignorant of what a low loader actually looked like; in fact I thought it was some

kind of largish trailer. Anyway, this 40 ft, 36 ton capacity monster appeared in our tiny road and carried the body/chassis away on its back like a beetle on an elephant! My wife Diana, and I, were kindly invited to the Ellis residence to witness and (for me) to assist in this cleaning operation and at the same time we removed the special bodywork forward of the windscreen to enable a replacement standard DB5 front to be fitted. When the car had been completely cleaned it was sent to Martin Rayners in Bedfordshire together with the replacement front which I had bought from Dave Preece, and also a second hand roof to replace the original which was badly bent by the Police when they unthinkingly dropped the car on its roof! His instructions were to keep the cost down and "just stitch it

on as its only going to be a racer". However he in fact made a superb job of it, insisting on doing it to original standard, and in the process making patterns for all the window apertures and reskinning the framework in the original manner. Subsequently I've been very glad he made me accept this course of action. He also insisted that the outer chassis sills should be removed even though they looked perfect as he said that he was sure that the inner sills would be rotted. I gave way and after he had removed the sills we were both absolutely amazed to see that the inner sills were in fact intact and required no repair! In fact the only repairs required on the chassis were small areas around the trailing arm location and the outriggers.

Once I had the car back I started re-assembly. First the suspension and braking system. At this point I was enormously aided by Chris Hudson who allowed me the pickings from the remains of his very bent white DB5. This provided an enormous number of small bits and pieces without which the project would quickly have become unviable. The replacement wiring loom came from this car, plus dashboard, throttle linkage, pedals and, as I said, scores of other small components that had to be replaced.

It was at this juncture, I received a letter from Rolls-Royce warning me of legal action should I continue to use their radiator grille on this Aston Martin. I wrote back saying that AML Ltd were equally unhappy with this desecration of one of their cars and I cheekily asked if they would care to make a contribution to the "restoration fund" in return for the rather bent grille "to ensure that no other vehicle would ever have it fitted." After some negotiation they obliged with a small sum in recognition of my good work! I thus became probably the only person to sell a Rolls-Royce radiator grille back to the Makers!

During the restoration the most time consuming work was fitting things like the wiring loom, 10 gallon lightweight fuel tank,



The quietly rusting hulk after Tim had bought it off the Insurance Company. He faced a daunting rebuild but had some useful help from fellow AMOC Members.



ASTON MARTIN

THE RIVER CAR



and the fuel and hydraulic systems. I fitted 1½" shorter and 25% stiffer road springs at the front, and 1½" shorter and 20% stiffer springs at the rear. The camber and castor angles were also re-set for racing purposes, my choice being 1½ degrees negative camber and ½ degree less castor to lighten the steering albeit at the expense of some self-centering action.

The new steering rack was fitted on solid blocks to eliminate rack movement thus making the steering even more positive. I am trying a smaller diameter steering wheel to take advantage of the "quicker" steering but am in two minds as to whether it's a good idea or not. All the ancillary systems went back "as standard" although the engine of course was built to the same specification as my other DB5, EMV 100B. This involved fitting Cosworth pistons giving a compression ratio of 10.5:1 and camshafts ground to profiles developed by Ian Moss and Peter Foster—the special pistons allowing all the valve overlap required for competition work. Also fitted were three Dellorto DHLA 48 carburetors and DB4GT exhaust manifolds on loan from Rex Woodgate. The rear end and fitting of the roll-cage was completed by John Goldsmith as we were about nine months behind schedule.

By now I had again sold a half share in the car one beery evening down at Wiscombe to my good friend Chris Aylett as I could no longer fund the ever growing costs. The fact that I managed this sale to Chris with no more than two grubby photographs as sales aids, and some fast talking, I feel is the crowning achievement of my sales career! However, my wife then surprised everybody (and me) by producing three babies together and my racing plans got pushed into the background. Chris was very patient for a long time but after some less-than-successful outings he became involved in more serious racing so I re-purchased his half share in mid '83.

A quick coat of paint by my local garage completed the car for the '82 season having finished the rear end with Koni telescopic dampers through the spring centres and a 4.09:1 rear axle ratio and limited-slip diff. At the test session at Brands Hatch that year we ran the car in for 100 laps, and I was astonished at how well it ran first time out. It cornered flatter than EMV and had even more power to 5,000 rpm. The extra power was probably coming from the additional work done to the cylinder head, compared to EMV.

Wiscombe '83 was a disaster. For a reason which we have never pinned down some foreign matter entered the main oil gallery and on Chris's second run there came a nasty knocking noise. Whilst investigating this in the paddock the engine locked solid. I later found several of the big-end and rear main bearings showing signs of damage with number six big-end shells lapped. Over that summer the engine was entirely stripped and rebuilt with help from Rex Woodgate and the bottom end has remained sound and hearty.

Once we started competing again we discovered, as so many others have done, that to achieve reliability when exceeding standard limits requires time consuming development. We found that as we produced more power and therefore put more energy into the brakes we needed to fit cooling ducts to the discs and make other changes. And so it went on with most systems eventually requiring attention.

A lower-than-comfortable racing oil



Tim struggles to fit the dash during his rebuild of the 'river car'. Note the new roof that had to be made. The engine was rebuilt to racing spec, but incorporating Tim's ideas so that the Aston could still be driven on the road.

pressure was traced after a long and tortuous search to be a poorly seated oil relief valve.

The car now began to show its paces and provided enormous fun, especially at Wiscombe '84 where we set a new Class 4C record with a time of 48.31 secs. As with all racing cars, and even more so the "Club racer", there is always something to try and something which ought to be done to shave those seconds and half-seconds, but this to me is a large part of the fun and excitement of Club racing; something which can get lost if time and money are not limited. Still to be done is considerable further lightening although this can produce its own handling difficulties. I've always felt that my DB5 was

better balanced for having some weight in the rear and it is noticeable how "twitchy" some of the very light DB4's have become. My immediate intention is to now finish the bodywork and to make it "road legal" as I find running a trailer-bound racing car unsuited to my current circumstances. It is very useful to be able to road test the car after small adjustments and its always great fun driving to and from meetings. Thus the "River Car" is repaying with dividends all the work and money sunk into it and is fulfilling my original aim of being an unbelievably quick road car and also a competitive track car in the true Aston Martin spirit.



Wiscombe hill climb 1984. The rebuilt car with Tim in full flight through the Esses setting a new class record time of 48.31 secs, which must have been very satisfying. How many who witnessed this realised the remarkable story of this DB5? (Photos supplied by Tim Webb).



ASTON MARTIN

ASTON MYSTERY



Below is Aston Martin Fever at its greatest. It all started when my Son Rick was handed a receipt from an old school friend. Rick had been told that the school friend's grandfather had an old Aston Martin at one stage in his life. The rest is a track down of the car because of this receipt; probably communications regarding this have circled the world a few times to achieve the result below.

MYSTERY PRE-WAR ASTON MARTIN IN AUSTRALIA. – Brian McMillan

It was more than 20 years ago. I was trying to list all the pre war Aston Martins in Australia and NZ when David Manson, from the Alvis Club, came up with a pic taken at an event which showed part of the front of an early Aston.

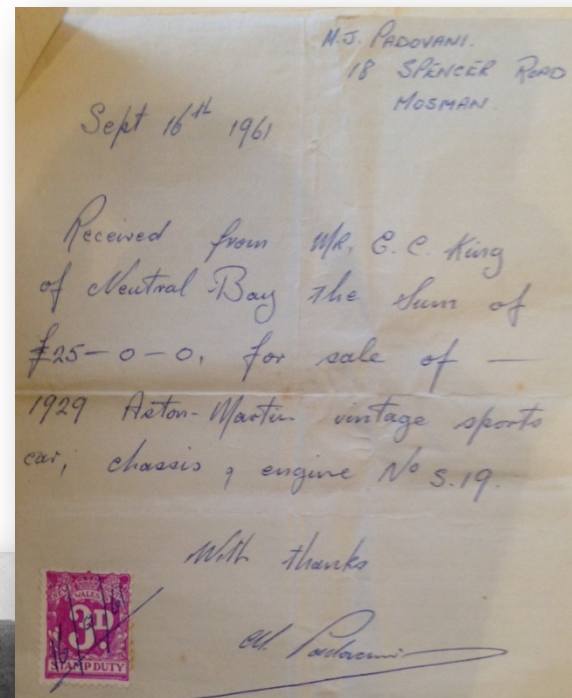
This was a car I had not seen before and had never heard mentioned. Nothing more was heard until July this year when, Les Johnson, an Aston Club member from Sydney, sent me a sales document detailing the sale of an Aston in 1961. This was the first confirmation of the mystery car. It showed the engine number as S19.

When I went through the 20 or so cars on my Australian list I noticed that there was a car which was listed as having engine S19. This car I had listed as A2 127 which meant it was built in January 1932.

After numerous emails to and from UK, NZ, Melbourne, Sydney and Perth we have concluded that there was only ever one car. A2 127 had the engine from S19 fitted in the UK between 1941 and the early fifties. It came to Australia sometime after this and ended up in Sydney where it was sold, in 1961, as S19 for the princely sum of 25 pounds. It ended up in Melbourne with Lance Dixon.

The real engineless S19 never left England and had a new engine fitted in the late eighties by David Taylor. It now resides in Italy.

It earlier had a new engine with a high compression head fitted in 1931. It is probably this engine which was fitted to A2 127.





ASTON MARTIN

ASTON MYSTERY



A2 127 (GX52) at Silverstone in 1952 with a 2 seater body and a Wolseley rear end.

Sometime after this picture was taken A2 127 went to Australia and was sold by Padovani in NSW in September 1961 to E C King of Neutral Bay for 25 pounds. It sat in the street for a few years and many people tried to buy it. Eventually Lance Dixon came up from Melbourne and offered him \$20,000 in about 1968.

Lance took it back to Melbourne and had an Ulster type body fitted. Reg 1538.

In about 1972 Ian Ruffley started working for Lance and fitted a K200 supercharger driven off the front of the engine.

It went very well and recorded a 17 second standing quarter at the Geelong sprints. It gave 12 psi boost.

While on a Rally in about 1977 near Bendigo the engine blew up. They were doing over 70 mph at the time and it went with a huge bang and left pieces strewn down the road behind. It was repaired, this time without the supercharger, and sold to Don McLaughlin in Elizabeth St Melbourne in about 1979.

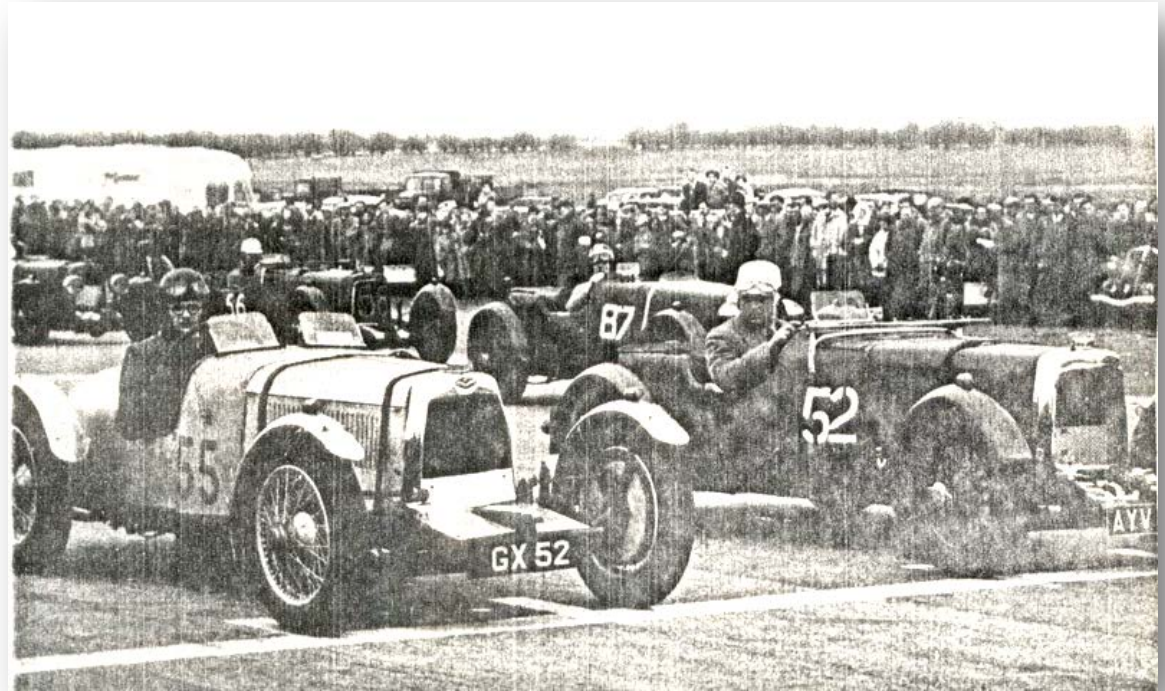
He then sold it to Les Mills of Eastside Mitsubishi in February 1983. Reg AZO229.

It was advertised in the Melbourne Age in October 1986 for \$30,000. Brian Moran from 34 Mercil St in Alphington, Melbourne bought it.

It was then sold to Russ Humphrey on the Gold Coast in November 1988 for about \$65,000.

He did the car up and put it to auction in early 1989. It sold for \$120,000 and went back to the UK. The new owners were R A Allen and G Goddard. (Reg 52). A2/127 was sold in 1994 from Paradise Garage 39500 pounds

Thanks to Les Johnson, David Manson, Les Miller, Ian Ruffley, Bruce Young, David Taylor, Paul Sabine, Russell Meehan.





ASTON MARTIN

ASTON MYSTERY



A2 127 as it was on the Gold Coast in 1989

For more on S19 see

www.bonhams.com/auctions/12172/119/

A2/127 is now with Franz Geisler, Kapellenstrasse 13,
D-86356, and Neusasse, Germany.

S19 is in Italy with G.Redalli

If you can add anything to this history of A2 127 I
would love to hear from you.

brianmcmillan@optusnet.com.au





ASTON MARTIN

EMAIL TRAILS



BELOW I HAVE ADDED SOME OF THE MORE RELEVANT EMAILS I HAVE RECEIVED ON THE SUBJECT. THEY ARE IN SORT OF CHRONOLOGICAL ORDER.

1929 Aston Martin 1-1/2 Litre International Roadster (Bonhams)
Registration no. XV 8029
Chassis no. S19

Manufactured by Robert Bamford and Lionel Martin, the first Aston-Martins (the hyphen is correct for the period) rapidly established a reputation for high performance and sporting prowess in the immediate post-WWI years. Unfortunately, the management's concentration on motor sport, while accruing invaluable publicity, distracted it from the business of manufacturing cars for sale, the result being just 50-or-so cars sold by 1925, when the company underwent the first of what would be many changes of ownership.

The foundations were laid for the commencement of proper series production with the formation of Aston Martin Motors Ltd in 1926 under the stewardship of Augustus Bertelli and William Renwick. Built at the firm's new Feltham works, the first 'new generation' Aston Martins were displayed at the 1927 London Motor Show at Olympia. Like his predecessors, Bertelli understood the effect of competition success on Aston Martin sales and sanctioned the construction of two works racers for the 1928 season. Based on the 1.5-litre, overhead-camshaft road car, the duo featured dry-sump lubrication, and this feature was carried over to the International model introduced for 1929.

Chassis number 'S19' is one of six two-seater International models produced and was first registered to the Hon. Max Aitken, later to become Lord Beaverbrook. Amongst his competition drives was a win in the 1929 MCC One-Hour Trial at Brooklands. The car changed hands in 1931 and then appears again - in The Autocar - on 26 September 1941. Apparently the car had been found abandoned in a field; engine seized, in Swanage, Dorset. After several months of fruitless efforts to contact the owner, the car was towed away. Eventually the previous owner acknowledged the efforts to pay for the car by endorsing and accepting a cheque for £4! The article in The Autocar continues to explain that "the engine, which had not been drained, was seized up, was freed by crowbars and unexpectedly started immediately although there was no oil pressure... the seizure thus being explained." With a little more attention, the engine was declared almost perfect and capable of around 75mph. Further research in the Aston Martin archives revealed that in 1931 a new engine with high compression cylinder head had been fitted.

The ownership history is known between 1944 and 1952, and by 1957 the car had passed to a Mr Douglas of Rayleigh, Essex. In early 1978 the Aston passed into the hands of David Taylor, a well-known restorer of pre-war Astons, who recognised the importance of 'S19' and began a comprehensive restoration which lasted for almost 10 years. The chassis was stripped to bare metal, cleaned and enamelled, while the brakes, suspension and steering were completely overhauled. The engine, gearbox and rear axle were all rebuilt, and the body completely restored to an extremely high standard. On completion, the car won its class at the 1989 AMOC Concours.

The vendor purchased the car at auction in March 1997 and reports that it remains cosmetically very good throughout. Finished in bright red with matching leather interior, the vehicle benefits from a new black soft-top and is offered with UK Swansea V5 document and Swiss registration/roadworthiness papers. Being an ultra-rare, two-seater model and possessing a fascinating history, 'S19' is a highly desirable vintage Aston Martin.

No Reserve.

Sold for £51,000 (AU\$ 88,104) inc. premium



ASTON MARTIN

EMAIL TRAILS



From: Brian McMillan <brianmcmillan@optusnet.com.au>
To: Neil F Murray <neil6611@btinternet.com>
Sent: Thursday, 8 August 2013, 4:08
Subject: Fw:

Les Johnson,
Wow, What a find. I have a negative of an Aston taken in Sydney that I could never identify.
Attached is my note on an Aston that came in chassis form from NZ which was rebuilt with an Ulster body. It is fitted with S19 engine. It was sold to England many years ago. I wonder where S19 car, sans engine, ended up - maybe in Melbourne.
This is a very early Inter. The car I was chasing in Chatswood was a Lionel Martin car and is now rebuilt and in England

Hi Brian
Out of interest have you ever had any knowledge of an early Aston Martin around the Chatswood area about 1960 era for sale at 25 pounds????????????? Could be LM19?????????????
Along time ago you were chasing a Meadows engine car in Mowbray Road Chatswood.

Les Johnson

From: Brian McMillan [mailto:brianmcmillan@optusnet.com.au]
Sent: Saturday, 10 August 2013 10:15 AM
To: Les Johnson;
Subject: Aston International

Many years ago, say 20, David Manson gave me a pic of an Alvis with an Aston beside it. From the radiator badge it is a very early model.
I have not been able to identify it.
Another early car came to Brisbane A2 129 fitted with an Ulster body and the engine from S19. It was sold back to England. Goddard?
Last week Les Johnson sent me a sale document showing that S19 was sold in Sydney by M Padovani to EC King of Neutral Bay for 25 pounds in 1961.
The pic that David sent me clearly shows the number plate AUN746.
Does anyone have access to the NSW Main Roads records to track this number?
A2 129 clearly came from NZ in chassis form and was built up by Lance Dixon.
Can anyone add to this story please? Where did S19 end up??
See the 3 attachments

Brian
Having taken another look at the file of photos and history we have on the car I have no reason to believe it to be anything other than the modified remains of A2/127 unless you know something different?? Likewise other than the engine there is nothing to suggest that S19 chassis was ever in Australia, very interesting though.
Many thanks Bruce

Bruce
in 1975 I bought S19 as a box of bits which were the left overs from combining two early Inters by J Tregenza. The other car was LO/77.
The chassis was clearly marked S19, and I built it up with a new cylinder block in the late 1980's.
If you look in the 1967 Register it shows that the engine from T 19 not S 19 was fitted to A2/127 and that car was in Australia.
I think the evidence that Brian has does not stand up to scrutiny. Ask him to look at the chassis number.
I think the present owner of S19 is a Mr May; he is not a club member.
I hope this is helpful.
Kind regards
David Taylor



ASTON MARTIN

EMAIL TRAILS



From: Bruceandjimyoung@aol.com
Date: Sun, 11 Aug 2013 15:24:57 -0400
Subject: S19
To: speedmodel@hotmail.com

David

I have had some Emails from Brian Macmillan in Australia regarding S19 the international you rebuilt in the 80s, on some not very strong evidence he seems to feel that maybe A2/127 is really S19, I just wonder if you can add anything to this, as far as I am know S19 never went to Aus but A2/127 did and had S19 engine, I seem to recall that you discovered the chassis in bad order and rebuilt the car, any info gratefully received! Bruce

Hi Les and Brian,

Excuse the chassis/ engine numbers juxtaposition on the history sheet, but that is how it has been recorded. Ex UK reg GX 52. Lance Dixon's personal [?] Vic plate 1538.

I believe that this car was brought from WA by Lance Dixon in the mid 70s. He spent lots of time s/charging it, and rebuilding the bodywork etc, and ran it at the Geelong sprints. I am not sure that it had the original engine then in any case.

The block /or crank was cracked and the car was rebuilt sans the s/charger. He sold it to Don Mc Laughlin of Mc Laughlin Motors in Elizabeth St and he soon sold it to Les Mills of Eastside Mitsubishi, and I recall it in their showroom in the early 80s.

It was then sold [by what method I do not know] and ended up with Russ Humphrey of 103 Commodore Drive, Paradise Waters Qld. In April 1989 Russ approached me about trading in the red V8 he had on a RR Corniche convertible, and we did the deal on 27/4/1989.

I had wanted to trade in the pre war car, but at that stage Russ did not want to sell it.

Now, from here the picture is a bit fuzzy, but I think that the car was sold by Terry Gilltrap, whether by auction or private treaty, I do not know. I reckon that it would have been one of the last cars sold by them before it all ended, and have a feeling that the car was exported to Japan for a buyer there.....

Funny I recognized the tiles in the garage at Russ's house, and thought I would delve a bit further.

Will be interested if you turn up more.

Now the other photo may be the old Abbott bodied 15/98 which belonged to Barry Borchard in Broken Hill. At some stage in the 1980s it was burnt out and the chassis and engine sat around for many years. I chased it for a bit in the early 90s, but gave up, and have no further information in regard to its whereabouts.

Trust all this helps a bit, and I would like to know more if you can establish anything substantive.

Cheers,
Regards

Paul Sabine

Brian

firstly there were two cars S19 and T19 why the factory chose to use 19 twice I don't know but both cars existed there are works cards and service records for both, we bought K0/87 a few years ago which we are rebuilding for ourselves and the long term owner had collected some other Aston parts amongst which was a number of parts from T19 including the engine block which was clearly stamped, T19 had been broken up in the mid fifties, we sold the engine block to Christopher Cuny in France to fit to S16 so that his car was as near as possible all early spec.

As far as I can make out S19 engine went in to A2/127 as early as 1953, so it had been in that chassis for some time before it went to Aus,

I have spoken to David Taylor and we both agree that it is highly unlikely that S19 ever went to Aus, but I am quite happy to be proven wrong! I can only think that the sales invoice took the number from the engine the seller having not found the number on the chassis, David is 100% certain that the chassis of the car he rebuilt was S19.

Regards Bruce

The car is nor Borchards. I think this was restored by Auto Restorations in Christchurch and painted yellow.

The car in pic is very early and same as S19.

Good to hear you say the car came from WA as NZ drew a blank.

I was the mug who told Russ about the car. Said he wanted one as a keeper and as soon as he finished it was auctioned and sold to Goddard from the UK for \$120g. Russ got it for \$65g.

Mills sold car to Moran - see name and address on bottom of page - what would that phone number now be.

I have had letters from the UK about this and should get a story together for the Sept mag. More to come. Will keep you updated.

I checked what I had and find that the Borchard car was for sale on 6.8.94 by Michael Robinson 023651759. It was in bits and in poor state. \$29g K8/861/SC The car that was burnt and ended in NZ was L8/757/LS. Owner then was Barnard but the current owner has an Italian name. There was another one owned by Bob Carruthers at 1 Pitt St Hunters Hill. Have not heard of it for years. G7/804/SO

Hi Les/ Brian,

Yes I purchased the 15/98 from Bob Carruthers. I paid either 65k or 68k for it. This was on the 8/3/90. This car was in worse condition than I thought. We ended up rebuilding the entire timber frame with the intention of completing the project.

To be honest in Nov 1989 the classic car boom really ended and we were not immune to the carnage of 17% interest and the recession we had to have, as someone once called it.

As a result after advertising the car here without success we exported the car to UK on 23/5/91 on board the Remeura Bay and sold it at Christies sale at Beallieu on 15/7/91 for GBP 19k then AUD 41,000[GBP app 47k with BP] so a pitiful result, but in line with the prices at the time.

I have no knowledge of the car since, but dare say it is on the UK register or recorded at Bertelli or elsewhere. Chassis G7/ 804/ 50.

Regards

Paul Sabine



ASTON MARTIN

EMAIL TRAILS



Hello Brian

I have spoken to Ian Ruffley who worked on the Aston Martin when Lance Dixon owned it. He remembers the car well and is willing to pass on his knowledge to you. You can contact him on 03 9729 1301

Regards

Russell meehan

Secretary

VSCC Vic.

Brian

I think the details about A2/127 in your proposed article are correct.

In the light of Bruce's knowledge of engine T19, the 1967 register was incorrect and S19 was / is the one fitted to A2/127.

When I bought S19 chassis and most of its running gear (excluding the engine) I did some research on its history. The file containing this went with the car when I sold it in 1990; some of these details are given in a sales description by Bonhams for one of their auctions.

Put 'Aston Martin XV 8029' into Google and you will see it.

Kind Regards

David

Brian

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Kind Regards

David